

**WATSON'S**  
**LOTION FOR**  
**PRICKLY**  
**HEAT**

An Invaluable Remedy  
Immediately Relieves the Irritation.

---

**A. S. WATSON & CO..**  
**LIMITED,**  
**THE HONGKONG DISPENSARY.**

---

No 482

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**

In Casks 275 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.35 per bag ex Factory

**SHEWAN, TOMES & CO.,**  
General Managers.

Hongkong, 29th April, 1918

2434

**AUTOMATIC BROWNING  
POCKET PISTOLS.**

---

**CALIBRE 7.65 m.m.**  
**With CHAMBER for 8 CARTRIDGES**  
**FIRING 8 SHOTS in 2 SECONDS.**  
**SIEMSEN & CO.**  
**Hongkong, 6th March, 1907.** 42

**AUTOMATIC MAUSER  
PISTOLS.**

**CALIBRE 7.63 m.m.**  
**With CHAMBER for 10 CARTRIDGES**  
**FIRING 10 SHOTS in 2 SECONDS.**  
**CARLOWITZ & CO. Agents.**  
**Hongkong, 13th March, 1907.** 535

**NEW CARTRIDGES.**  
**B**y Popular English Manufacturers. In all Sizes.  
**SMOKELESS** PORTLAND CEMENT. No. 10 to SSGG. at \$6, \$7 and \$7.50 per 100. **SPORTING REQUISITES** and **AIR GUNS** in Variety.  
 Inspection Invited.  
**WM. SCHMIDT & CO.**  
 Hongkong, 26th October, 1906. 729.

**A L I N G & C O . .**  
19, QUEEN'S ROAD CENTRAL  
(Next to Messrs. KUHN & KOMEK).  
—  
**FURNITURE AND PHOTO GOODS  
STORE.**  
—  
Photographic Goods of every Description  
in Stock.  
—  
Developing and Printing Undertaken.  
Hongkong, 81st July, 1907. 730

**A. TACK & CO..**  
23, DES VŒUX ROAD, CENTRAL.

---

JUST LANDED A LARGE STOCK OF  
WRATTEN and WAINWRIGHT  
PLATES.

---

EASTMAN'S KODAKS and FILMS.  
DEVELOPING and PRINTING  
UNDERTAKEN.

Hongkong, 4th March, 1907. 81

**P**EARL TRAMWAYS COMPANY  
**LIMITED.**

**TIME TABLE.**

**WEEK DAY.**

7.00 a.m.  
7.30 a.m. to 9.30 a.m. ...Every 10 minutes.  
9.30 a.m. to 11.30 a.m. ...Every 16 minutes.  
11.30 a.m. to 12.30 Noon ...Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ...Every 15 minutes.  
3.30 p.m. to 3.50 p.m. ...Every 10 minutes.

**NIGHT CARS.**

3.45 p.m. & 3.50 p.m., 9.45 to 11.15 p.m.  
every hour.

**SATURDAYS.**

Extra Cars at 11.30 p.m. and 11.45 p.m.

**SUNDAYS.**

9.00 a.m. to 9.00 a.m. ...Every 15 minutes.  
9.30 a.m. to 9.30 a.m. ...Every 10 minutes.  
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.  
11.00 a.m. to 12.00 Noon ...Every 15 minutes.  
12.00 Noon to 1.30 p.m. ...Every 10 minutes.  
1.30 p.m. to 3.00 p.m. ...Every 15 minutes.  
3.00 a.m. to 6.00 p.m. ...Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.  
7.00 p.m. to 7.30 p.m. ...Every 10 minutes.

**NIGHT CARS.** at 3.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour.

**SPECIAL CARS** by arrangement at the C  
passage Office, Alexandra Buildings, Deo Vu  
Board Central.

**JOHN D. HUMPHREY & SON**  
General Managers.  
Hongkong, 31 May, 1907.

**DENTAL HYGIENE.**  
Antiseptic Aids to the Maintenance of Personal Health

**LISTERINE**  
The Standard Antiseptic Preparation  
THREE SIZES \$0.70, \$1.25 AND \$2.00.

**LISTERINE TOOTH POWDER**  
A Frictionary Dentifrice for Employment in Conjunction with Listerine  
70 CENTS PER BOTTLE.

**LISTERINE DERMATIC SOAP**  
An Antiseptic Detergent  
70 CENTS PER TABLET.  
**LISTERINE**  
AND  
**LISTERINE SPECIALTIES**  
FOR SALE BY

**WATKINS LIMITED.**  
CHEMISTS AND DRUGGISTS,  
AERATED WATER MANUFACTURERS  
31, Queen's Road Central.  
Hongkong, 12th June, 1908.

**CUTLER, PALMER & CO**  
WINE & SPIRIT MERCHANTS,  
OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA  
ESTABLISHED 1815.

		Per Case.
BRANDY	★★★★	\$22.50
"	★★★	20.00
"	★★	17.00
WHISKY, PALL MALL		20.00
"	JOHN WALKER & SONS'	
	OLD HIGHLAND	12.50
"	O. P. & CO.'S SPECIAL	
	BLEND	10.50
PORT WINE, INVALIDS		20.00
"	DOURO	13.50
SHERRY, FINO SUPERIOR		14.75
"	LA TORRE	16.00
"	OLD EAST INDIA	18.50
"	AMOROSO	20.00
"	ROYAL AMONTILEADO	23.00
"	CURIO SOLERA	26.50
BENEDICTINE, D.O.M.		QTS. 40.00 Pts

ABOVE EXCLUSIVELY SHIPPED TO  
**SIEMSEN & CO.,**  
HONGKONG AGENTS

**LANE, CRAWFORD & CO.**  
(TELEPHONE 97).

**AERTEX CELLULAR SHIRTS**  
**WITH OR WITHOUT CUFFS.**

**BEST FRENCH PRINT SHIRT**  
\$3.50 EACH 6 FOR \$19.50.

**FINE ZEPHYR SHIRTS**  
\$4.50 EACH 6 FOR \$25.00.

**CEYLON FLANNEL SHIRTS**  
**WITH COLLARS TO MATCH.**

**LANE. CRAWFORD & CO.**  
HONGKONG, 12th June, 1908.

**MIYASAKI & CO.,**  
**COAL MERCHANTS**

HEAD OFFICE:—Sakayemachi, KOBE, Japan.  
BRANCH OFFICES:—Nishinchashi, SHIMONOSEKI, Japan, and HONGKONG.

**CABLE ADDRESSES:—**  
 "MIYASAKI," applying to Head Office and Shimonoseki Branch.  
 "YUTAKA," applying to Hongkong Branch only.  
 A. B. C. 6th Edition used.

THE HEAD and BRANCH OFFICES will receive any Order  
**J A P A N C O A L S.**  
 Y. KUBO, MANAGER, HONGKONG  
 No. 5, Queen's Road.  
 Hongkong, 27th November, 1907.

**THE TOR HOTEL LIMITED. KOBE.**  
A STRICTLY FIRST CLASS HOTEL.

**WILL** be OPENED for the reception of Guests on:—  
20TH JUNE, 1908.

Accommodation for 200 Guests. . . . .  
Large and spacious Outside Rooms only.  
Telephone & Bell system.  
French Chef de Cuisine.  
Cold Storage.  
Vintage Wines.

Hot Bedrooms with Bathrooms attached.  
Hot and Cold Water service.  
Latest Sanitary Arrangements.  
Complete and Latest Fire Alarm System.  
Electric Light and Fans throughout.

Extensive Gardens and Pleasure Grounds.  
Magnificent View over the whole Town, the Harbour, Awaji, the Entrance [95  
to The Inland Sea, and Osaka Bay.

Tel. Add.: "TOR" KOBE. W. A. MARTIN, Manager

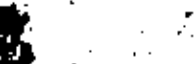
**JOHN ROBERTS & COMPANY. LTD.**  
BILLIARD TABLE MAKERS,  
BOMBAY.

**UNDERTAKE** to Supply a First-class Full Sixed **BILLIARD TABLE**, "des No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panel Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra best solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whipped Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusters, with lever for levelling, complete with the following accessories:—

12 Selected Ash Cues.	1 Wall Cue Rack.
1 Butt Rest with Patent Brass Head.	1 Wall Butt Rack.
1 Billiard Rest with Patent Brass Head.	1 Set Billiard Racks, Framed
1 Long Butt.	1 Best Billiard Brush.
1 Mid Butt.	1 Set "Crystalline" or "Bonzoline" Bill. B
1 Billiard Marking Board.	1 Box Best Cue Tips, assorted.
1 Dust Cover for Table.	1 Cue Tip Fastener with File.
Straightedge and 1 Circle.	1 Bottle Cuo Cement.
1 Best Spirit Level.	1 Box Silk Spots.
1 Smoothing Iron with Shoe.	2 Doren Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of  
 Rs. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Offices of this paper.



**AQUARIUS WATER.**  
 A PURE, TREBLE DISTILLED  
 TABLE WATER.  
 IN QUARTS, PINTS AND SPLITS.

TELEPHONE No. 75.

**CALDBECK, MACGREGOR & CO.,**

Hongkong, 23rd May, 1908. 15, Queen's Road Central.

**SHACKELL'S**  
**"SEAL" RED PRINTING INK**  
 IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET  
**SAMPLE GRATIS**

**SHACKELL EDWARDS & CO., LTD**  
PRINTING INK MAKERS.  
ESTABLISHED 1783.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E  
Hongkong, 16th October, 1907.) 72

TRADE  
TEN YEARS OLD.  
\$14 PER DOZEN.  
BOTTLED IN SCOTLAND  
FROM THE  
ORIGINAL RECEIPT OF 1742  
SOLE AGENTS:  
LANE, CRAWFORD & CO.

**BREWER & CO., LIMITED**  
PEDDER STREET-Adjoining Main Entrance HONGKONG HOTEL.  
TELEPHONE No. 696.

Academy Pictures, 1907; 5 Parts—(Part 1 Ready) Complete .....	\$2.50	The Adventures of Don Silvio de Rosalba, by Wieland; Library of Early Novelists.....	...
Thrice Captive, by Major Griffiths .....	1.75	Ex R.S. "Sardinia" .....	...
The Nun, by Bazin .....	1.75	NEW STOCK:	
Gullard's Chinese Porcelain; 2 Volumes .....	15.50	ARDATH TOBACCO; Special	...
Eleanor Glynn's Three Weeks.....	1.75	Medium and Full .....	...
A Yankee in Finguy Land, by W. E. Giel .....	1.75	STATE EXPRESS' CIGARETTES	...
The Truth About Port Arthur, by E. K. Nolans .....	13.00	STATE EXPRESS CIGARETTES	...
Ayesha: the return of "She", by Rider Haggard .....	80	LUXE .....	...
Pitman's Phonographic Manual .....	1.20	QUO VADIS CIGARETTES.	...
Pitman's Phonographic Instructor .....	2.75		...
Pitman's Commercial Correspondence .....	2.60		...
The Shadow, by Paul Urquhart .....	1.75	"BLICKENS DERFER" T	...
The Prodigal Son by Hal Caino .....	35	WRITERS, STATIONERY, R	...
Lightly Lost, by Hawley Smart .....	35	GLORIA, BLOTTERS, LE	...
Maynard's Wives, by Flowerdew .....	1.75	BALANCES, GLASS, INKS, C	...
The Monk—Library of Early Novelists, by Lewis .....	5.25	Sealing Wax, &c., &c.	...

**INSURANCE**

**EVERY FACILITY**

In connection with Life Assurance Business  
afforded by

**THE STANDARD LIFE ASSURANCE  
COMPANY.**

ONE of the largest and wealthiest of the  
Provident Institutions of the United  
Kingdom. Forms of application and all  
information will be promptly afforded on  
application to

**DODWELL & CO., LD.,**  
Agents.

**HOTELS**

**HONGKONG HOTEL**

**FIRST-CLASS AND UP-TO-DATE.**

Dining accommodation for 300 Persons  
Well Furnished Reception Rooms  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRA  
a39 A. F. DAVIES, Manager.

**KING EDWARD HOTEL.**  
**A HIGH CLASS PRIVATE HOTEL.**  
 Ladies' Afternoon Tea-Rooms.  
 Private Bar and Billiard-Rooms.  
 Hot and Cold Water throughout.  
 Electrically Lighted Electric Fans (if required).  
 Electric Passenger Elevator to each floor.  
 Telephone at separate tables.  
 For Terms, &c., apply to the **MANAGER**  
 Hongkong, 24th July, 1905. a757

**"KINGSOLERE,"**  
**PRIVATE HOTEL.**  
APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
Telephone No. 184.  
Telegraphic Address: { "SACHSOLA:"  
A.B.C. Code 5th Ed.  
**E**LECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet  
putting green and finest stabling for horses.  
41 Proprietress, MRS. G. SACHSE.

**"BRAESIDE,"**  
**PRIVATE HOTEL.**

**S**TANDING in its own grounds, with Tennis and Croquet Lawns, Large Airy and Well Furnished Bedrooms, every home comfort, Fine View of the Harbour; Reduced Terms for the Summer Months. Telephone, No. 690.

Apply to — Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. 1940

**THE GRAND HOTEL**  
DIVISION STREET, KOBE.  
**FIRST-CLASS CUISINE.**  
**COMFORTABLE & AIRY BEDROOM**  
Situated in close proximity to the Harbour  
and Railway Station.

**BEST WINES AND LIQUORS SUPPLIED.**  
Special arrangements for a long stay.  
**F. DOMBALLE** } Propriétaires  
**M. MATTE** }

# MACAO HOTEL.

**SPECIAL REDUCED SUMMER RATE**

PER DAY \$4 to \$7 according to Room selected

„ WEEK \$25 to \$40 do. do. do.

„ MONTH \$90 to \$140 do. do. do.

**WEEK-ENDS—Saturday afternoon to Monday morning—\$7 to \$10.**

Two persons occupying one room, will be charged a rate and a half only.

Children under 12—half rates.

**SPECIAL TERMS FOR FAMILIES.**  
Excellent Cooking by AN CHEONG, for over  
seventeen years Chief Cook with the  
late Mr. J. W. OSBORNE.  
1912 **WM. FARMER,**  
Proprietor.

“BOA VISTA”  
(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
**MACAO.**

**T**HE Hotel is under European manage-  
ment and most strict supervision as  
food, cleanliness and hygiene of the place.  
All comforts of home.

A most pleasant retreat for those desirous  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
Two steamers (An Sui An and Sui Tai) daily  
and from Hongkong, and two steamers to  
from Canton, give easy communication with both  
these centres.

Cable Address—“BOAVISTA”  
For Terms, apply to  
**THE MANAGER**



## INTIMATION

A. S. WATSON & CO.  
LIMITED.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

WATSON'S  
EVERY OLD LIQUEUR  
SCOTCH  
WHISKYA Blend of the Finest Pure Malt Whiskies  
Distilled in ScotlandGENUINE AGE  
AND  
FINE MELLOW FLAVOUR.

PER CASE - - - \$16.50.

WATSON'S  
D. SHERRY  
SUPERIOR PALE DRY.

PER DOZEN - - - \$19.50.

A VERY FINE WINE, POPULAR  
THROUGHOUT THE FAR EAST.A. S. WATSON & CO.  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 3rd June, 1908.

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymous signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press.  
Cable: A.B.C. 6th Ed. Libor.  
P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VEGES ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 13TH, 1908.

We reproduce on page 9 of this issue an article which must deeply interest those interested in British shipping. We are solemnly warned therein that British sailors are being crowded out of the British mercantile marine by "cheap foreigners," and that the subsidies paid by foreign governments are tending to cut British freights to a ruinously low level. The idea of the writer seems to be that Britain must in self defence go in for some method of subsidy or bounty to save its shipping though he makes no definite suggestion. The sentiment of the British people still seems to be against any proposal of a protective nature, and we doubt if it would be at all easy to get the present government to consider any sort of proposal for shipping subsidies. Prima facie, that would appear to be a more reasonable course to follow than to expect all the foreign governments which believe in the subsidy system to fall into line with us. Some of the good people who have felt alarm at the apparent decline of British shipping in their countries have sought to prove, too much, and have alleged that subsidies do not pay the governments which grant them. We cannot presume to argue that point, but merely point out that in the course of experience foreign governments ought to know their own business best. What seems reasonable at the moment is this, that if we believe British shipping is suffering because of foreign subsidies, we ought not to rail at foreign governments for doing their best for their own, but rather to complain that our own Government does not do as well for us, and to submit to it and urge upon it some definite proposal.

There are those who desire to see the re-enactment of the Navigation Acts by way of remedy. These protective Acts had the two-fold object of protecting British sea-borne commerce and the interests of British seamen; and also to help to maintain an available reserve of sailors for the Navy. They were repealed when the British nation had got the idea that Free Trade was a blessing in itself, that it was the end instead of a means to an end. Likewise, the immediately preceding institution of continuous service in the Navy had made their second object—to be a nursery for the Navy—less necessary. After the Crimean War the Navy no longer depended upon the Merchant Service for its supply of men, and so the repeal of the Navigation Acts seemed to be warranted on all grounds. The subsequent introduction of short service in the Navy was a further factor in reducing the importance of the merchant service as a source of supply to the Navy, and it made the Royal Naval Reserve almost a negligible quantity. To-day, in spite of the good relations fostered and encouraged between the two services by the Merchant Service Guild and men like Lord CHARLES BERNARD, it is probably fair to say that no interchange of men is counted on to any appreciable extent. Each service, so far as men are concerned, is self-dependent. So it is unlikely that the old Acts will ever be welcomed back. Other remedies, as we believe we have pointed out before, are far to seek. The increase in the number of "cheap foreigners" on British ships is obviously not a matter for British shipowners to worry over. If foreign sailors are cheaper, and do the work just as well, the saving on their wages seems to partly take the place of the subsidy that some of them would like to draw. With regard to the decline in the number of British sailors, it will be suggested that the cost of attracting Britons back to the service, by improving the conditions, could not be borne by the shipowners, already hard put to it to maintain the supremacy of British shipping. It seems clear enough that there are two distinct patriotic desires involved, the prosperity of British shipping, and the prosperity of British sailors, and that the two appear to dash. The Home Government, in its usual impulsive way, has taken one view of the employment of Asiatics; local shipowners take quite another, as we have seen. It is comparatively easy to pen such articles as this one to which we thus call attention, and it has been no more difficult to point out the complexity of the position. To put forward constructive criticisms, to discover feasible remedies, is quite another matter; and we would be glad to welcome the co-operation of those who have ideas beyond mere jeremiads.

There were twelve plague notifications yesterday, making the total at 729.

The H.K.V.R.A. shoot for the May Cup takes place to-day and to-morrow, at King's Park Race, 200 yards.

The American Consul-General notifies us that by direction of the Insular Collector of Customs of the Philippine Islands, the ports of Jurata and Sitaki, P. I., will be closed as ports of entry on June 30, 1908.

Last evening Mr. Silverstone was entertained by the members of his staff at a dinner at the Hongkong Hotel. During the past three years Mr. Silverstone has been agent of the Pacific Mail S. S. Co., Occidental and Oriental S. S. Co., Toyo Kisen Kaisha, and Portland and Asiatic S. S. Co. Accompanied by Mrs. Silverstone and their youngest son he is leaving on s/s "Korea" sailing Tuesday next on a vacation of six months.

Messrs. Sander, Weller & Co., as agents for the Scottish Union and National Insurance Co., send us the directors' report for 1907, from which we learn that 929 new life policies for £579,257 were issued, at premiums totalling £25,256. Four hundred and eight death claims were paid. For annuities, £1,921 were received. Fire premiums amounting to £242,502 were received, leaving a credit balance of £87,104. The year's net profit was £139,882, which allowed a dividend of 1 per cent.

By kind permission of Major E. L. H. Burton and Officers Commanding the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening, 13th June 1908.

March "Knight Errand." Bidgood Valse "Intermezzo." Tickell Selection "Les Cloches de Genesville." Planquette Romance "Simple Aves." "Thom's Overture." Bolivar "Danzon's Gavotte." "Floradora." Stuart Two Step "Laughing Water." Jager

Regimental Marches.

Got these from the Prince of Wales.  
God save the King.  
Dinner Menu.—Hors d'œuvres—Cod's Roe on Toast. Soup—Gravy Soup. Fish—Fish Cutlets and Piquante Sauce. Stew—Fragrant Harro and Red Currant Jelly. Bird and Olive Chicken and Macaroni Patties. Curry—Foremost Joint, Roast Lamb and Mint Sauce, Roast Capon and Celery Sauce, Boiled Cured Leg of Pork and Peace Pudding, Cold Potage Corned Beef and Mixed Salad. Sweets—Fruit Cake, Pudding, Vanilla Ice Cream and Nougat Cakes. Tipsey Cake, Cheese Straws. Dessert—Coffee—Fruit.

At the Marine Court yesterday three sailors arrested for deserting from the s.s. "Orion" were sentenced to six weeks' hard labour, or until the ship's next sailing.

A meeting on the 29th ultimo, of the representatives of the Japan, Yokohama, and Kobe Sugar Refining Companies agreed to stop entirely the production of sugar for the home market during June, in order to maintain the price, and prevent the loss which might result during the rainy season, when sugar stored is very liable to loss weight. When this resolution is carried into effect, the output will be reduced by 235,000 bags.

A strange message from the sea was recently received at Biarritz. A bird was shot there, on one leg of which was tied a small card. On the card was written the following message:—"February 26, 1908.—Are lost on an island uncharted, 32 degrees latitude north, by 46 longitude. We have food for five months. Come and help us." The message is signed by the captain and six men of the boat "L'Espoir," from St. Leger.

Nothing more clearly shows the rate of interest it is possible to obtain in Japan on comparatively good security than the following transaction. The Nagoya Electric Light Company has contracted a loan of ¥500,000 from the Meiji Fire and Tokyo Marine Insurance Companies, and a provisional contract was signed on the 29th ultimo, in which the rate of interest is 9 per cent. per annum and the price 95, the principal to be redeemed in five years. Practically this is at the rate of 10 per cent. with security on the company's plant. No wonder that companies always look abroad when they require cheap capital. The loan will be used to defray in part the cost of machinery for driving the engines by the power obtained from the Nagara River. The total cost of the work is estimated at ¥1,500,000.

A statement was circulated in London last month to the effect that negotiations were in progress between the P. and O. Steamship Company and the Canadian Pacific Company for the establishment of a Pacific Shipping Combine. "The result anticipated in shipping circles," it was further stated, "is that the P. & O. Company will eventually purchase the existing fleet of the Canadian Pacific Line, including certain new ships that would have been in commission for the latter company's service but for the present negotiation." Sir Thomas Slough, President of the Canadian Pacific Company, emphatically denied the truth of the statement. "There is absolutely no foundation for the report," he said. "The Canadian Pacific Company has not the slightest intention of combining with any steamship line. We own private steamboats not because we have any desire to compete in the steamship business, but simply that the traffic from our railway termini requiring water transit may be conveyed more expeditiously and with greater convenience than would otherwise be the case." In another authoritative quarter the rumour of a Pacific "combine" was also denied.

M. Klobukowski's nomination as Governor-General of Indo-China has been well received by our southern neighbours. The *Cochinchine Française* says the choice is an excellent one as in the present state of the Colony it is necessary to have at the head of affairs a man who knows it well. After having been "chef de cabinet du préfet," M. Klobukowski went in 1892 to Cochinchina as chef de cabinet du gouverneur, and he subsequently held the appointment of director of the cabinet of the Resident General in Annam and at Tonkin in 1898. In 1897 he became Secretary-General to the Government-General of Indo-China. Since as Consul or as Minister Plenipotentiary he has occupied positions which complete his colonial education, notably at Calcutta and Bangkok where he was stationed in 1901. His most recent appointment has been as Consul-General at Castro, and not long ago he returned from a mission extraordinary to King Monelik in Abyssinia. M. Klobukowski, who was born in 1855 married a daughter of M. Paul Bert, a former colleague of his in Indo-China. The new Governor-General is not expected to reach Saigon until September unless events on the Chinese frontier render it necessary to expedite his departure from Paris. M. Bonheur, the acting governor general, in consequence of the events on the frontier, is expected to remain at Hanoi until M. Klobukowski arrives.

Count de Lesdun describes his recent homonym journey "From Peking to Sikim" in a beautifully illustrated book published by Mr. John Murray. Incidentally, he says: "It is advantageous to have Christian servants when travelling in China? I should answer the question in the negative. The fact is that Christians, accustomed to being constantly helped and pampered by their missionaries, consider themselves specially unlucky unless they always receive the same amiable and confidential treatment. But the chief of a caravan must keep his men at a distance and make himself respected, and this is impossible in dealing with Chinese Christians, who become insolently familiar, and discuss their orders as soon as they cease to grovel. After a few days they are discontented, and constantly threaten to report to their missionaries the cavalier treatment which they are receiving. With this nation above all others fear is the beginning of wisdom. I should always recommend travellers to take with them honest Chinese, opium smokers, if possible, to pay them liberally, and to punish them mercilessly for the least fault. For money the Chinese will go anywhere, and usually believe in the hope of a large reward. The Christians are as great thieves as the heathen, but they are more hypocritical, and certainly more deceitful. Finally, there are opium smokers among them, as I proved later on."

Other eight bodies have been recovered by the Tang Wo Hospital launch from the vicinity of the "Powan" disaster.

At St. Andrew's Church, Kowloon, to-morrow Holy Communion will be administered at noon instead of at 8 o'clock as customary on second Sundays of the month. Morning prayer and sermon at 11 a.m. when if the weather permit the Church party, F. Company Middlesex Regiment, will attend. Evening prayer and sermon at 6 p.m. as usual. The Sunday School is now closed for the summer.

A steamship company is being formed at Fusan by Japanese to carry on a coasting trade in Korean waters. The company is to be named the Kanna Steamship Company. On the application of the projectors of the company the Korean Government has agreed to grant a loan or subsidy of ¥30,000 for three years under certain conditions. The subsidy granted is to be repaid by setting aside at each business period not less than 3 per cent. of the net profit of the company. The prospectus of the company is to be shortly published in the newspaper of Osaka, Tokyo, Chemulpo, Seoul, Fusan, Mokpo, and Gensan.

The Right Hon. Alfred Lyttelton, M.C., M.P., presided over the fifty-second anniversary of The Mission to Seamen in the Church House Westminster, last month, when he was supported by the Archbishop of Melbourne, the Bishops of Auckland, N.Z., and Newcastle, N.S.W., Admiral Sir John Durnford, K.B.C. (President of the Royal Naval College, Greenwich), Sir T. Powell Buxton, Bart., G.C.M.G. (formerly Governor of South Australia), Admiral the Hon. Sir E.M. Fremantle, G.C.B., General Sir W. P. Wright, K.C.B., Admiral, Chasfield, C.B., Canon A. E. Barnes Lawrence, Canon McCormick, Canon F. Storer Clark, Canon Lambert, and many others. The Mission to Seamen has fifty-two years been making spiritual provision for crews of many nationalities and creeds, fishermen and barge men, &c., as far as possible wherever they are, as well as whilst in port, at anchor, and ashore. It does so now in sixty-one harbours round the British Isles, and in thirty-two ports abroad. All the year round, in all practicable weather, its seventy-eight mission vessels and boats are every day carrying thirty-four Chaplains and ninety-four Readers, &c., from ship to ship to their crews on board. Including 1442 Church Officers and Legacies amounting to £69,044, 10s. 8d. the total receipts of The Mission to Seamen during its fifty-second year (1907) amounted to £24,601, 18s. 7d.

Bishop Brent, D.D., of the Philippine Islands has been offered the Bishopric of Washington City, but to the great satisfaction of his many friends in Manila, the Bishop has declined the offer. In a letter to Bishop McKim, President of the Diocesan Convention at Washington, Bishop Brent gave the following reasons for his decision:—"It is not that I feel that the splendour of the Missionary opportunity in Washington and the dignity of the heritage which you bid me enter—they inspire me; nor that I shrink from the tasks and problems of leadership which you invite me to face in company with you—they challenge me; nor that I do not oftentimes yearn to serve the church in the homeland again—I am human. But God charges me to-day—the morrow can take care of itself—to continue my witness to the high importance of the far off missions of the Church and the gravity of the nation's responsibility in the Orient by abiding on the spot where I am. In being loyal to Christ's inner leading here in the Church and the Nation's frontier, I am serving you at the centre in the most effective way possible, and I rejoice to feel that this is so, for I would double-knot the cord with which your hands have bound me to you. It was due to the statesmanship and insight of your late noble-hearted Bishop that this Missionary District came into being, and he was, in large measure, responsible for my coming here. His affection for and trust in me, in which I glory, were deeper than words. It is my desire to justify his confidence in me by gladly making any sacrifice that God asks on behalf of the work even to suffering or, if need be, death."

## GOLF.

The monthly competition for the Captain's Cup was held at Happy Valley between June 6th, and June 8th. The following cards were returned:

CAPTAIN'S CUP.	
E. Davidson	88-16 72
C. T. Beath	82-7 77
C. E. H. Davis	80-3 77
A. Morley	95-18 77
Dr. G. M. Harston	89-11 78
D. Clark	92-14 78
A. Gittins	84-4 80

FOOT.	
C. T. Beath	82-7 75
E. Davidson	91-16 75
M. A. Murray	88-7 76
C. E. H. Davis	80-3 77

Winner of Cup.  
Fie for Foot.

## THE COTTON YARN LOTTERY SCHEME.

According to a Tokyo message, nothing has yet been heard at the Foreign Office from the Japanese Consul about the prohibition in Hongkong of the sale of the cotton yarn prize tickets there. When the scheme was first announced the Colonial authorities in Hongkong wrote to the Japanese Government pointing out that the scheme was at variance with the law of the Colony, and that as the sale of tickets might be prohibited in Hongkong the request was made that the Japan Cotton Spinners' Association should be reminded of the fact. As matters stand at present nothing can be done against the scheme taken by the Colonial Government.

The Osaka *Mainichi* states that the Cotton Spinners' Association, finding difficulty in selling yarn in Hongkong by means of inducement of lottery tickets, reluctantly abandoned the issue and arranged to grant a bounty on yarn shipped to Hongkong. In consequence, the prohibition of the sale of tickets will in no way affect the shipment of yarn to Hongkong. The Osaka journal adds that 1,100 bales of yarn have been shipped to Hongkong since March last.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## STEEL COMBINE.

LONDON, June 12th.  
A steel combine has been formed with a capital of 125 millions.

## ANOTHER ATTEMPT ON THE TSAR.

LONDON, June 12th.  
The Tsar narrowly escaped assassination.

## THE INSPECTOR GENERAL.

LONDON, June 12th.  
Sir Robert Hart has arrived in London. He is suffering from insomnia, but otherwise is better. The Inspector General was unaware of the appointment of Sir Walter Hillier as adviser to the Chinese Government.

## [REUTERS' SERVICE.]

## MULAI HAFID.

LONDON, June 10th.  
Mulai Hafid has entered Fez with much pomp.

## A BATTLESHIP'S NARROW ESCAPE.

LONDON, June 10th.  
H.M.S. *Irresistible* while exercising in the Channel had a narrow escape from capsizing. The sea valves refusing to close, the water rushed in listing her heavily. Tugs answered her signals of distress and are standing by, constantly pumping. The water is now under control.

## THE YUNNAN REBELLION.

LONDON, June 10th.  
The local officials on the Yunnan border have apologized to the French authorities for the recent attack on a French reconnaissance party, and have promised to punish the culprits.

## THE JAPANESE IN CALIFORNIA.

LONDON, June 10th.  
The whites in the Los Angeles-melan district, California, have demolished a Japanese wagon and injured one occupant. They also stoned a crowd of Japanese severely injuring several. The whites regret the presence of the Japanese. Several whites were arrested.

## WEDDING AT KOWLOON.

A wedding which had considerable brilliance in spite of the inclement weather was celebrated yesterday afternoon at St. Andrew's Church, Kowloon, the contracting parties being Captain Alfred Henry Proctor of the 105th Mahratta Light Infantry, and Miss Dorothy Roma, recently arrived from England on the "Sardinia." There was a large congregation, which included Colonel Darling, Major Evans, Colonel Stoker, Captain Mitchell Taylor, A.D.C. to H.E. the Governor, and other officers. The bride, becomingly attired, was given away by Major Chitty, and Lieut. Haughton acted as best man. The Rev. A. Dallas, Ennis, Chaplain to the Forces, performed the ceremony assisted by the Rev. A. J. Stevens. The hymns sung were "The voice that breathed o'er Eden," "Oh, Perfect Love," led by Mr. E. S. Carruthers at the organ. After the signing of the register, the bride party left the church to the strains of Mendelssohn's Wedding March, passing down the aisle under an avenue of shining steel furnished by the crossed swords of the officers, while outside native officers formed a guard. The bells rang out a merry peal as the congregation dispersed to reassemble at the mess of the 105th Mahratta, where wedding reception was held. The band of the Mahrattas discoursed selections. The happy couple leave to-day for Japan. The church was beautifully decorated with flowers and greenery by Messrs. James Waller, Watling and Butterworth, assisted by Major Chitty, Major Grace, and Lieut. Haughton.

## THE CAMPHOR TRADE.

HEAVY FALLING-OFF.  
Since December last, when the contract of the agency for the sale of camphor in Europe and America with Messrs. Samuel & Co. expired, the Government has taken upon itself the sale of camphor, stationing officials in London and New York for that purpose. We learn from Japanese sources that the market abroad has been very unfavourable ever since the business was taken out of the hands of the foreign firm. The export of the article this year up to April was not more than 152,905 kins against 361,250 kins for the corresponding period of last year. In value the falling-off this year has been even more remarkable as the result of the general decline of the market. The figures for this year are only Yen 12,400, against Yen 423,000 for last year. The falling-off in the value this year may be partly due to inexperience in the business on the part of the Government officials in charge, but it is regarded as chiefly due to the remarkable decrease in the demand for camphor in Europe and America. The annual output of camphor in Formosa exceeds Yen 2,000,000, forming one of the most important lines of export commodities, but its sale has also heavily declined. Japan Chronicle.

## SUPREME COURT.

Friday, 12th June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR P. FICOTT).

## QUESTIONED JUDGMENTS.

A motion was presented by the Hon. Mr. H. E. Pollock, K.C., for an order to set aside judgments given against the Tung Shing Wo firm in November last on the ground that the defendants had never existed or had a place of business, nor had any of their partners ever been resident in the Colony of Hongkong; and that the debts in respect of which the actions were brought were incurred, if at all, in the Empire of China, and not in Hongkong; and that the orders in pursuance of which the writs in the actions were served by ways of substituted service were wrongfully obtained.

Mr. Pollock was instructed by Mr. Dawson, (of Messrs. Dawson, Lockyer and Dawson), on behalf of the Tung Shing Wo firm, the defendants in the original action, and Mr. M. W. Slade (instructed by Mr. Crowther Smith, of Messrs. D'Almeida and Smith) appeared for the plaintiffs.

At the outset his Lordship raised the point that a motion to set aside must be made within a reasonable time, as soon as possible, otherwise they would be held to acquiesce in the judgment.

Mr. Pollock said the motion was made within six months. They did not know of the judgments until after they were given. Proceeding, he read an affidavit by Mr. Dawson, who stated therein that as the result of instructions received by his firm, his agent had interviewed one of the partners in the defendant firm who was then in prison in Newchwang, where he had been imprisoned by the Chinese Government in consequence of the firm's insolvency. As a result of those interviews a declaration was prepared, which the prisoner was willing to sign, but was prevented by the Customs Tattai and the Chairman of the Chinese Chamber of Commerce, purporting to be acting on behalf of the Newchwang creditors. The agent for Messrs. Dawson, Lockyer and Dawson said in his affidavit that from the information he had obtained he believed that the claims of the plaintiffs had originated at Newchwang, and were not claims within the jurisdiction of the Hongkong Court.

His Lordship—You must satisfy me that you have taken steps within a reasonable time.

Mr. Pollock—Quite so, my Lord. I have a draft of the declaration that this man was prepared to sign.

His Lordship—I can only look at it by consent.

Mr. Pollock—This man was interviewed by a barrister, the agent for Messrs. Dawson, Lockyer and Dawson. I submit your Lordship should look at it.

Mr. Slade objected.

Mr. Pollock—This is the declaration that this man was prepared to sign, but he was prevented from doing so.

His Lordship—I do not see my way to look at it.

Mr. Pollock said the allegations of the other side were made on the fact that the defendants had a place of business in Bonhom Strand, and inside the shop of the Tak Shing firm. He had an enormous body of evidence to combat that. He argued that the statement which was attached to Mr. Dawson's second affidavit was admissible because it was a statement made to the legal agent of Messrs. Dawson, Lockyer and Dawson. It was not a casual statement, but one regularly made.

The Chief Justice—It would introduce far too dangerous a quantity. A man might change his mind at the last moment and say "No, that is not the statement I am prepared to sign."

The further hearing was adjourned until Monday.

## THE CHINESE EMPEROR'S "MARRIAGE LINES."

The discovery in a South German village of the "marriage lines" of the Emperor of China has resulted in the institution of proceedings against a German military official who participated in the expedition to Peking in 1900. The action has been begun by the German Foreign Office, on behalf of the Chinese Legation in Berlin, which, as soon as the authenticity of the document was established, demanded that rigorous measures be taken against the person who appropriated it as a "souvenir." His identity was brought to light by his own efforts to open negotiations with the Legation for the restoration of the document. The "lines," which are inscribed upon yellow silk in both Chinese and Manchu, have been translated and read:—"I, the Emperor of China, have in my fifteenth year spoken as follows: I rule the whole world as a monarch, the land of my foreign realm, as well as every single inhabitant therein. I have chosen a happy day for my matrimonial union with the Princess, the daughter of a general, who, of noblest culture, possesses excellent qualities of every kind, of heart as well as of mind, so that she must be recognised as a good mother of the country. I have been commanded by the Empress Dowager, the Chief of the Palace, to give this document. Thou shalt be obedient and remain always efficient, industrious, economical, simple. Then shalt thou be happy and through thy virtues attain blessedness. A heavenly calling awaits thee. Thou shalt bear me offspring." The explanation how the document found its way out of China rivals its contents in interest, says the correspondent of a London paper. According to the German Foreign Office, the document was taken by a member of the army of occupation as a rare souvenir of the campaign without the slightest conception of what it was. He claims he took the document only after other representatives of Western civilisation had "viewed" the Imperial palace and removed various articles. The document had already been passed over as worthless by a number of souvenir-hunters when they fell into his keeping. They actually passed through the hands of Count von Waldersee, the German Commander-in-Chief, and other high officers, who raised no objection. Not until eight years later did the "owner" decide voluntarily to offer to restore the document to the Chinese Government.



## LEGISLATIVE COUNCIL.

The debate on the clause giving the right of appeal to Governor-in-Council was continued by the Hon. Mr. POLLOCK who moved an amendment that the words "shall remit the matter to the Governor-in-Council with the opinion of the Court on the case stated" be followed by "and shall have power to enforce such determination by mandamus, injunction prohibition or other order." The object of this amendment was said, to give to the Full Court power not only to sit as a court of appeal upon a question of law submitted to it but, if necessary, to enforce that order in a proper way. It was obvious that it was no use asking the Governor-in-Council to direct a case to be stated for the opinion of the Full Court unless the Court had conferred upon it the necessary power to enforce its decrees. Notwithstanding the explanation of the hon. Colonial Secretary he thought it was absurd that a case should be referred back to the Governor-in-Council. The procedure to be followed presupposed that the Governor-in-Council has taken a certain view upon certain provisions which the appellants dispute and he said that the matter shall come before the Full Court. From that moment the matter should vanish out of the jurisdiction of the Governor-in-Council entirely. The Full Court stated an opinion upon the case stated and he could not see the smallest reason for the matter being remitted to the Governor-in-Council.

The COLONIAL TREASURER asked how a mandamus would be enforced upon the Governor.

Hon. Mr. POLLOCK replied that the mandamus would be enforced upon the parties to the proceedings.

Hon. Sir HENRY BERKELEY said that in view of the unwillingness or inability of the Government to accept his amendment he thought it was advisable to insert words to secure the protection of the interests of the appellant and he considered that the Government should accept Mr. POLLOCK's amendment. Unless some clause of that kind were put in giving the remedy suggested by Mr. POLLOCK, the clause would become a dead letter. It was a principle of the courts of justice that the High Court would not issue a *brevis fulmen*, would not express an opinion, would not issue a decree which it could not enforce, and therefore if the Bill passed in that particular shape the Court would refuse to exercise the jurisdiction conferred upon it because it could not ensure obedience to any judgment it might deliver. He thought it would be an easy way out of the difficulty were Mr. POLLOCK's amendment to be adopted.

The ATTORNEY-GENERAL said he should like members to consider the effect of the amendment proposed. In reply to Sir Henry Berkeley he would say that their reason for not accepting such an amendment was that they considered it unnecessary. He did not wish to cast any reflection on the suggestion but if the amendment were carried it would make the appeal to the Governor-in-Council a farce. Personally he should always advise the Governor in Council to follow the ruling of the Full Court. He did not agree with the observations as to the attitude which the Court would adopt. Cases were stated for the opinion of the Court and the Court could not refuse to exercise its discretion. The Ordinance expressly provided that upon a case being stated the Court shall give certain advice to the Governor-in-Council and shall remit the matter to the Governor-in-Council. That was according to statute, and he was quite sure no court would refuse to act upon it. What the result might be did not concern the Court, but the Governor-in-Council. It was suggested by the mover of the amendment that the Building Authority being a Government official it would be necessary to enforce the order of the Court by mandamus, but he submitted that was absolutely unnecessary. Sir Henry Berkeley had referred to the clause as being a dead letter but when the Legislature had imposed duties upon the Governor-in-Council of an exceptional nature—he might say without precedent—constituting it a court of appeal, clothing him with legal jurisdiction, it was unnecessary to say that the Governor-in-Council would ignore the opinion of the Court which it had asked for and that an official of the Government would not act upon it. If parties having appeared desired a mandamus or prohibition against any of the parties concerned they had the remedy which the law gave them. The object of the clause was to ensure that the Governor-in-Council should have the highest possible advice on any point of law and, speaking for himself, he considered the amendment absolutely unnecessary.

Hon. Sir HENRY BERKELEY said that if the Attorney-General was of the opinion, which he would not dispute, that parties would continue to have after the passing of that Ordinance the right to bring any action for mandamus, or injunction, the amendment might be allowed to drop, and he would move an amendment at a later stage regarding the rights of parties to bring actions for mandamus or injunction under the ordinary course.

The ATTORNEY-GENERAL replied that he had no objection to that.

Hon. Sir HENRY BERKELEY added "nothing herein contained shall exempt any person from bringing an action or any other proceeding for mandamus or prohibition."

The ATTORNEY-GENERAL said that must not be taken as interfering with sections 87 and 89. It must not be taken as limiting the right of appeal.

Hon. Sir HENRY BERKELEY said he did not wish to do that. The Legislature should leave nothing in doubt and that was why he moved this further amendment. He wished it to be clear that that Bill did not take away the rights

of the individual to go to the Court for a mandamus, prohibition or injunction and that the only thing that shall be taken from him is the right to bring an action to recover damages against the officers protected by the Bill.

Hon. Mr. POLLOCK, in reply to the Attorney-General, said that the persons whose discretion was referred to in the Bill included more than the Building Authority. It referred to the Sanitary Board and any other person who had power given to him under that Ordinance. He did not consider that his argument had been met as to the absurdity of referring the matter back to the Governor-in-Council from the Supreme Court, and he was afraid to mistake for a division upon his amendment.

Hon. Sir HENRY BERKELEY suggested that the Attorney-General should consider that when the Bill became law there would be seated in the Colony a new tribunal acting outside common law in pursuance of statutory powers conferred upon it. With all respect to the Executive Council, he was bound to say that that court would be a court of inferior jurisdiction. The Supreme Court was the High Court exercising jurisdiction over all inferior courts, and that being so, he thought it would be well to allow the statutory court to decide the matters brought before it.

The ATTORNEY-GENERAL said that the proposal was to authorise the Governor-in-Council to obtain the decision of the Supreme Court, and it was presumed by the amendment that the Governor-in-Council having asked for it might not act upon it and that the Court had no right to issue a mandamus to enforce obedience. All he could say was that he would regard the appeal to the Governor-in-Council as futile if such a course were to follow.

Hon. Mr. POLLOCK said that was reason for accepting his proposal.

Hon. Sir HENRY BERKELEY said that when it came to determining the rights of inhabitants the only proper tribunal is the tribunal which we have and if it was said that they would provide a safeguard that the Governor-in-Council would give their decision in accordance with law he thought they should go further and require the Governor-in-Council when an opinion has been stated to act upon it.

The ATTORNEY-GENERAL said if the speaker could give a precedent for that.

Hon. Sir HENRY BERKELEY replied that there was no precedent for the decision of a point of law by the Executive Council.

The COLONIAL SECRETARY said he thought they were getting away from the first principles. One of the first principles was to render the procedure in dealing with plans and everything connected with buildings as easy and speedy as possible. That was one reason why the Government was not able to accept the principle of referring those matters to the Supreme Court. No doubt legal men thought that the only proper tribunal was the Supreme Court. He had heard it stated that there was no love for the suggested procedure. The existing procedure for appeal to the Governor-in-Council, which has given considerable satisfaction, has been modified, and in order to amplify its provisions have been inserted giving the appellant power to ask the Governor-in-Council to seek the advice of the Supreme Court on the points of law raised. It seemed to him that the procedure in the clause was simpler, cheaper, more expeditious, and more efficacious than the procedure suggested by the amendment.

Hon. Mr. STEWART said it seemed to him that the objection to embody the principle of the amendment in the Bill was a sentimental one.

Hon. Sir HENRY BERKELEY said that the action of the Executive Council is a tribunal was liable to the review of the Supreme Court.

His EXCELLENCY said that the Governor-in-Council might be compelled to state a case for the Supreme Court where the law was in dispute. The Governor-in-Council was not constituted as a legal tribunal, and legal points would be referred to the Supreme Court. Clearly the meaning of the section was that in such a case the judgment of the Supreme Court would be operative.

The division was then taken. There voted: For the amendment—Hon. Mr. Slade, Hon. Sir Henry Berkeley, Hon. Mr. Stewart, Hon. Mr. Pollock, Hon. Mr. Wei Yui, and Hon. Dr. Ho Kai.

Against the amendment—His Excellency, the Harbour Master, the Registrar General, the Director of Public Works, the Colonial Treasurer, the Attorney-General and the Colonial Secretary.

The amendment was declared lost.

Clause 26 was then passed, as also clauses 87 and 89.

The ATTORNEY-GENERAL said he had certain amendments to suggest the effect of which was to take away the right to claim compensation for damages for loss sustained through the action or inaction of the Building Authority, on the principle of giving the Building Authority as much protection to that afforded to the person protected under section 269 in all cases where he acts bona fide in the exercise of the duties of his office. It would be important to bear in mind that there was no provision made for compensation to be paid by the Government to any individual who suffered loss by the act of the Building Authority. It might be wrong, it might be right. There was the fact. The amendment which he wished to make later was to preserve certain rights to enable persons to enforce their rights in other directions than that of recovering damages against the Building Authority. This was based on the Public Health Act of 1875, the Imperial Act, which laid down the principle that no action should be brought against an officer who acted in the exercise of his duty, and it was proposed to put the Building Authority here in the same position, as a municipal employee at home.

His EXCELLENCY said that in consequence of the other section they had now a further protection. Where anyone was in dispute with the Building Authority he could appeal to the Governor-in-Council. Surely that was sufficient protection.

Clause 88 was then passed.

Clause 89 was deleted as it had been introduced into the Pharmacy Bill.

Hon. Sir HENRY BERKELEY proposed a new clause, number 90, which he understood the Attorney-General would accept. Its subject was to do for the subject what clause 271 of Principal Ordinance did for the Crown: it preserved rights. The Attorney-General had expressed the opinion with which he did not disagree, that the effect of section 269 was to prevent action being brought against any officer for acts done bona fide, but no officer could be established they could still proceed against him. He had heard that if the Building Authority acted bona fide they could still bring an action against him personally, though not his office capacity.

The ATTORNEY-GENERAL said he did not think so.

Hon. Sir HENRY BERKELEY said he was not going to give an opinion on that, nor was it necessary to do so for present purposes. All he wished to do was to see that all the rights now possessed by the public were retained and that they should be entitled to appeal to the ordinary courts of law. His proviso was that "nothing herein contained shall exempt any person from proceeding by way of mandamus, injunction or prohibition." If the principle was accepted he was prepared to accept any alteration in it.

The ATTORNEY-GENERAL said he might accept it if the words "subject to the provisions of section 269" were inserted at its commencement.

Hon. Sir HENRY BERKELEY said the difficulty of accepting those words was due to the phraseology of section 269 which would prevent any action being brought. To get an injunction it was necessary to bring an action. The Hon. Mr. POLLOCK said he considered the amendment very necessary. Suppose an important building was delayed for some months because of a dispute, yet an action could not be brought against the Building Authority because he had acted bona fide. Therefore it became all the more necessary for bringing him before the court.

The ATTORNEY-GENERAL said you have your remedy now.

Hon. Sir HENRY BERKELEY said there should be no objection to rephrasing it in the Bill.

The COLONIAL SECRETARY said he could not see the object of the amendment. It modified section 269.

Hon. Sir HENRY BERKELEY—No.

The ATTORNEY-GENERAL said he did not see the necessity of the amendment.

His EXCELLENCY—We do not wish to operate against clause 269.

Hon. Sir HENRY BERKELEY said the peculiar phraseology of section 269 would prevent an action for injunction. He did not consider the proposed clause would affect 269. It was complementary not antagonistic. He suggested "Nothing herein contained shall exempt any person from any proceeding by way of mandamus, injunction or prohibition and this section shall not be construed as affecting the provisions of section 269 of this Ordinance."

His EXCELLENCY—I think we had better reserve this section. The Council will adjourn till Thursday next.

## AN INTERESTING SCHEME.

During the last few months we have on several occasions referred to the development of a great water-power electric company in Japan to be floated with joint British and Japanese capital. We understand that at first the proposal was that the capital should be drawn from three nationalities—British, American, and Japanese—but, possibly in consequence of the financial crisis in the States, the American capitalists seem to have dropped out of it, though a distinguished American engineer has for the past two years been in Japan investigating the physical and mechanical side of the scheme, and is still at work in the interests of the promoters. It would seem that while the foreign capitalists have become convinced that the proposed scheme is workable and is likely to prove a profitable undertaking, they are a little doubtful about the intricacies of Japanese company law, or perhaps they prefer to have the articles of association drawn upon the lines with which they are familiar and the organs within English law. This can scarcely be regarded as surprising when it is known that the estimated capital required amounts to some seven or eight million yen. It is therefore proposed that two companies should be formed, to be known as A Company and B Company. The A Company will be organised under the British law and, it is understood, registered at Hongkong. It will hold the charter for the use of the water and have full control over the supply of electric power. The B Company, formed under Japanese law, will have the management of the business affairs of the company and its administration. Shareholders in one company will also be *ipso facto* shareholders in the other, but it is evident that the chief power will rest in the hands of the A Company which holds the charter. It is reported that the Japanese promoters do not regard the proposal very favourably, but they have given way to the British capitalists, who believe that such an arrangement of the shares is more likely to be taken up than if the company was registered as a Japanese one and carried on under the Japanese Commercial Law. The principal supporters of the scheme in Japan include Baron Mitsui, Baron Iwasaki, Marquis Inouye, Marquis Matsukata, and others eminent in the financial and commercial world. A meeting was held last week at which it is reported that the amount of capital to be taken by the leading promoters was arranged. Of the total of seven millions required, it is proposed that five millions be raised by means of debentures, while the remainder will be absorbed in equal amounts by British and Japanese capitalists six millions on each side. Mr. Sonoda, the President of the Nobles' Bank, who recently succeeded, in arranging with an English firm the issue of promissory notes in England on behalf of the Nobles' Bank, is one of the principal promoters in Japan, and he is reported to aim at developing the political Anglo-Japanese Alliance into a financial alliance by the formation of a company by which eleven millions of British money will be introduced into Japan. A considerable share in the organisation of the undertaking has been taken by Mr. George Lynch, who will be better known as a distinguished war correspondent, than as a company promoter, but who seems to have been very successful in his head. At first the water power is to be obtained from the Yama-gawa river, which, we believe, takes its rise in Lake Moken, near Shoji, and empties in Shikoku Bay. Several English engineers have recently come out to Japan to supplement the surveys already made by Mr. Julius Howells, the American engineer already referred to, and accompanied by Mr. Howells and two or three Japanese engineers, are now on their way to London by the British Railway to lay their reports before the British capitalists who have been interested in the scheme. The whole scheme is one of great interest both because of the utilisation proposed of water power on a large scale, and for the peculiar arrangement by which additional security is to be given to the British capital invested. —*Japan Chronicle*.

## PARIS.

(FROM OUR CORRESPONDENT.)

May 8th.

## ANOTHER THEORY.

The oft-discussed question of the determination of sex in once more raised by Doctor Romme. The doctor asserts, after close statistical study that a boy is born when the father is the weaker of the two parents, and a girl when the mother is the weaker. He declares that by a law of nature the child resembles the weaker and not the stronger of its parents. He points out that in all countries, with mathematical regularity, 105 or 106 girls are born to every 100 boys. "There is only one condition under which this proportion is modified—after a great war. In the same way, among the barbarous races of Africa and Oceania, which are constantly at war, the births show an overwhelming preponderance of boys. There are practically no instances, asserts Dr. Romme, where the strength of both parents is equal. Worry, a passing illness, mental depression, or, indeed, any slight trouble, is sufficient to turn the scale and cause a temporary and relative weakness in one or other.

## M. PAOLI.

There must be a good many people to whom the name of M. Xavier Paoli is familiar, even if they have never met him. In his way he resembles M. Lépine, the actual Prefect of Police in Paris, who is always conspicuous when any important or popular demonstration is taking place, when a serious accident happens, or a big fire breaks out. Only M. Paoli's public appearances always coincide with the movements of the great ones on earth. Officially M. Paoli is the representative of M. Clemenceau, the Minister of the Interior, and he it is who is responsible for the personal safety of all the crowned heads who come to France. Both "guardians" who are old friends of King Edward were to be seen on the platform of the Quai d'Orsay talking to his Majesty. M. Paoli, as usual, had travelled all the way from Biarritz with "Le Bon Roi Edouard," and next morning again accompanied the King to Calais. Indeed, his mission did not end until he had seen the royal visitor safely on board en route for England. To see M. Paoli, always good-humoured and smiling, never in the least fussy or anxious, one would not guess the tremendous responsibility that rests upon him. He has a fresh complexion, white hair and moustache, a spare figure, and is always dressed in an impeccable frock coat, the button-hole of which is ornamented with the red ribbon of the Legion of Honour or whatever other decoration is "de circonstance." He is now 72 years of age, and looks younger than ever. His eye is remarkably keen and his step alert, and many a younger man might envy the manner in which M. Paoli disdains the fatigue of much travelling and the strain of constant watching. He is simply indefatigable. When questioned as to his astonishing fortitude and good humour, M. Paoli replies with a smile:—"Que voulez-vous? La position demande it. You must be good-humoured, and with a good temper you succeed in overcoming all difficulties." It is no secret that it is precisely this perpetual geniality and good humour which makes M. Paoli a model man for the responsible post he has held so long under successive French Governments. Although in spite of his exemplary devotion and zeal the crowned heads confided to his charge are at the mercy of any daring madman or reckless anarchist, the "Protector of Kings" as M. Paoli has so appropriately been called, does not allow his Royal charges to see that the ceaseless guard he exercises over them weighs heavily upon him. Always smiling, always cheerful, he is a favourite with them all, and his apartment in the Rue Bourdeloue is a veritable museum, filled with precious souvenirs from nearly every Monarch in Europe and other parts of the world.

## CHEMICAL SCARECROW.

According to recent experiments by M. Etienne Sétard, a widely-known French agriculturist, wheat and other cereals can be protected against the ravages of crows, which are particularly fond of the grain when its sprouts are just pushing above the ground, by treating the seeds before they are sown with a mixture of coal-tar, petroleum, and phenic acid. This treatment, which delays the growth of the seed for a day or two, but causes no damage, imparts an odour which is insufferable to the crows, but which disappears after the sprouts have attained a larger growth, when they are no longer subject to attack. M. Sétard's discovery is a useful chemical scarecrow worth bearing in mind.

## A COMPARISON.

Are Londoners as sober as Parisians? All the years the writer has lived in the French capital, he very much doubts whether he has seen as many drunken men in the streets as he has seen in London on one Saturday night between twelve and one. This is all the more surprising considering the fact that in Paris there is no such thing as a 12.30 p.m. or 12 o'clock closing time. There is very little in the nature of a licence either. Publicans, restaurant-keepers, bar-keepers, and keepers of cafés have to pay a patente for the right to sell, but so has every other retail trader. The Paris café or establishment of any kind in which drink is sold, is kept open until 11 p.m., 2 a.m., or all night, according to the amount of *patente* paid to the town. The police can close it if it is found injurious to public safety, but these establishments very rarely are closed, and although there are many more cafés and places where liquor is sold in France than there are in England there is not as much drunkenness to the square mile here as there is to the square foot across the Channel. As for a drunken woman, such a melancholy spectacle is most seldom, if ever, seen in Paris or other part of France. In London such disgusting sights are unfortunately only too common.

## OUR GROWING FEET.

There was a time when poets celebrated the delicate grace and elegance of the English woman's foot. "It is, however, an undoubted

## BLACK &amp; WHITE WHISKY, 'THE POPULAR SCOTCH.'

THIS IS WHAT THE MEDICAL "MAGAZINE" SAYS ABOUT THIS WHISKY:—

"IT IS AN EXCEPTIONALLY SAFE SPIRIT FOR ORDINARY USE."

SEE THAT YOU ARE SERVED WITH THE GENUINE ARTICLE. INSTANCES ARE KNOWN THAT OTHER SPIRITS ARE PUT INTO BLACK AND WHITE WHISKY BOTTLES AND SOLD AS

BLACK AND WHITE WHISKY.

SOLE AGENTS:

H. PRICE &amp; CO., LTD.

TELEPHONE No. 115.

WINE, SPIRIT &amp; CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 12th June, 1908.

fact," says the *Gil Blas*, that English feet are increasing in size, and the reason is to be sought in the growing popularity of all forms of sport—hunting, football, golf, tennis &c.

A national congress of women for the discussion of their special rights and wrongs is to be held in Paris this summer. The programme is a lengthy one, and will deal with such questions as "women's nationality," "Married women's legal incapacity," "The Power of the husband over the person of his wife," "Equal wage payment for men and women alike," and of course, the question of the vote in all its forms.

Because he considers the game an excellent moral and physical discipline, the Commander-in-chief of the French Mediterranean Squadron is encouraging the formation of football teams among his men.

## LINGUISTIC POLICE.

Great interest has been caused on the Grands Boulevards by the appearance of the "polyglot" policemen, M. Lépine's latest addition to the Paris force. There are four who speak German and two who speak English amongst those attached to the Opera quarter of the second division, while the first, eighth, and sixteenth divisions have several more, including some Spanish, Italian and Portuguese scholars. These "polyglot" agents are provided with coloured badges round their arms, on which are the words in gold letters: English, German, Italian, Spanish, etc. They wear the red badge brigade speak English; the yellow, German; the green, Italian; and blue, Spanish, and so on. Consequently visitors have no difficulty to-day in doing Paris; if not familiar with the language of the country—"ask a policeman." The red-badge policemen, the ones who speak English, have so far, had most work to do, owing to the invasion of British and American visitors, who at this time of the year, are as numerous as ants.

## MOUCHARDS.

A swarm of Spanish cripples descended a few days ago upon the town and district of Chalon-sur-Saône, showing the most revolting sores and imploring charity at every door. The police set to work to look for the chief and found him shortly afterwards comfortably installed in his van, which was drawn up out of sight on the edge of a wood. The chief name was Vincent Rénay Alvarez. His van was a perfect museum of apparatus for amputating limbs, and was also well stocked with revolvers and *navajas* or long Spanish knives. Plenty of loose money was seized, and vouchers showing that he had sent home by post quite recently sums amounting to nearly 3,000 francs.

## THE OFFICIAL RANK OF MISSIONARIES IN CHINA.

The "Government Gazette" published on April 15 contains an Imperial rescript of great importance to the Catholic Missionary bodies in China. It will be within knowledge that on March 15, 1899, Imperial sanction was given to a memorial of the old Tsung-li-Yamen praying that Chinese official rank should be granted to Catholic missionaries in China, that a Bishop should be accorded the rank and dignity of a Viceroy or Governor, and that the missionary priest would be entitled to the rank of a Prefect. Five regulations were published governing future intercourse, and, though not stated, it is well known that the terms were agreed upon by Monsignor Favier, the distinguished head of the Lazarist Mission in Peking, and by the Minister of the Tsung-li-Yamen, a Chinese Bannerman named Yu K'ing, who subsequently was appointed Minister to France. Both negotiators have since died.

The regulations specifically stated that the Catholic religion was entitled to these honours, but the Chinese Government were known to be unwilling to accord similar dignity to Protestant Bishops and missionaries. At a conference, however, held on October 21, 1899, and attended by all the Protestant missionary Bishops of China, England and America, a resolution was passed unanimously rejecting the offer of official rank on the ground that Protestant missionaries "have no wish to complicate their spiritual responsibilities by the assumption of political rights and duties such as have been conceded to the Roman Catholic hierarchy." Previously, on August 1, 1899, the British Chargé d'Affaires in Peking, under orders from his Government, taking note of one of the regulations, thus addressed the Tsung-li-Yamen:—

It is laid down in Clause 4 that, in grave cases connected with Roman Catholic missions, Bishops and priests must request the Minister of the nation specially entrusted by the Pope with the protection of missionaries, or the Consul of that nation, to arrange the affair with the Tsung-li-Yamen or the local officials. The Lord Salisbury has instructed me to inform the Chinese Government, with reference to the clause, that, where Bishops and priests of British nationality are concerned, her Majesty's Government cannot allow their affairs to be subject to the intervention of the officials of any Government other than the British Government, unless with the consent of her Majesty's diplomatic representative in special cases.

From the beginning the rescript was condemned by many French writers. No French writer speaks with greater authority on affairs in China than M. Henri Cordier. In his work "Histoire des Relations de la Chine avec les Puissances Occidentales," Vol. III, p. 469, he says of this decree:—"Jamais la France n'eut du intérêt à cette faute. Elle signifierait le décret au plus important facteur in the many causes which led to the anti-foreign outbreak of 1900. And he declares that ce décret infligeait à l'impérialisme d'être rapporté à la plus possible. It has been withdrawn in the following terms:—

Memorial by the Wei-wu-pu respecting alterations in the regulations for the reception of missionaries by local officials.

## ECZEMA BEGAN IN FROST-CHAP

Itching, Bleeding Humour Spread Over Child's Limbs—Different Ointments Brought No Relief—Grew Steadily Worse—Could Not Go to School for Two Months.

## AWFUL DISEASE WAS CURED BY CUTICURA

"About December of last year, my little girl, age five years, had red, itching places under her knees, right in the bend of the legs, which we thought was chaps caused by the frost. The disease spread up both legs and then into her arms. They used to irritate and bleed. We had to keep her away from school two months. We then took her to a doctor who said it was a bad case of eczema. He gave me different sorts of ointments and liniments to use with but it did no good and it kept getting worse. I read of the wonderful Cuticura Remedies and thought I would like to give them a trial, which I am pleased to think I did. I sent for the Cuticura Soap, Cuticura Ointment, and Cuticura Pills, and after using them the second or third time, they gave her great relief, and after using the complete set, she seemed completely cured. I am glad to say, and I shall recommend the Cuticura Remedies to all I know suffering from such an awful disease as my girl did for five months. Arthur Gentry, Clifton Road, St. Oystin, Essex, July 7, 1907." Send to nearest depot for free Cuticura Booklet Treatment of Skin Diseases.

## CUTICURA CURED

**Pimples on Back and Chest.** "About fifteen months ago I noticed a patch of small pimples on my chest which gradually spread over the chest and back. I tried several remedies but none seemed to do me much good. At last I decided to try the Cuticura Remedies with the result that a single set effected a complete cure. My skin is quite clear and white with no sign of anything having been the matter. Kings Eves King, St. Pancras School, 11, Langley, Hertford, May 16 and 18, 1907." Complete External and Internal Treatment for Every Kind of Itch, Scabies, Eczema, Acne, Pimples, and all other Skin Diseases. Cuticura Soap, Cuticura Ointment, and Cuticura Pills. (See Booklet for full particulars.) Price 1/6 per set. Sent by post free of charge. Write to the nearest depot for free Cuticura Booklet Treatment of Skin Diseases.

48-1

The former Tsung-li-Yamen memorialized the throne in regard to matters respecting intercourse between missionaries and local officials, and appended a list of five regulations, in reply to which an Imperial rescript was issued on the 4th day, 2nd month of 24th year of Kuanghsun (March 15, 1899): "Let it be as recommended." In this memorial and list it was stated that Bishops-general or Bishops of the Lazarist Mission in Peking, and Provincial, Territorial, and Judges, Prefects, departmental and district magistrates were to be given treatment by the officials above-mentioned in accordance with the rank of the missionary.

At that time the Tsung-li-Yamen, in determining the intercourse between local officials and missionaries, had the object in view of benefiting missionary affairs. But the Bishops and other missionaries propagating their religion in China have really no official standing whatever, and certainly cannot be placed as regards their rank on a level with local officials and the other officials. Recently local officials have treated missionaries in accordance with the treaties, and the conditions are now entirely different from those formerly prevailing at the time these regulations were drawn up. Besides, since these regulations came into force the missionaries have been unwilling to themselves the insignia of office belonging to the local officials, with the result that the ignorant and lower classes are in many cases misled by a misapprehension—a state of things which is entirely at variance with the original object in drawing up the regulations.

It is therefore, incumbent to place matters on a secure basis by adapting conditions to the exigencies of the times. Accordingly, it is necessary to request a decree authorizing the immediate and entire cancellation of the various clauses respecting the intercourse of missionaries with Governors-general, Governors, Provincial Territorial and Judges, Prefects, and local magistrates in accordance with the official rank of the missionaries. Hereafter local officials, in their intercourse with missionaries, shall continue to treat them with courtesy with due reference to the treaties.

On receipt of the Imperial sanction your servants will at once communicate with the various provincial authorities to issue instructions accordingly.

On the 10th day, 3rd month, 34th year of Kuanghsun (April 10, 1899) an Imperial rescript was received: "Let it be as recommended." Times.

## LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Istria* left Singapore on the 12th inst. a.m. and may be expected here on the 18th inst. a.m.

The P.M. str. *Siberia* will sail from Yokohama on the 13th inst., and will be due to arrive at this port, from San Francisco, via Honolulu, Japan ports and Shanghai of the 23rd inst.

The L.G.M. str. *Prins Sigismund* which left here on the 21st ult., arrived at Sydney on the 11th inst. at 6 p.m.



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C. 5th Ed. 1460-1.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED.

A COPY of "ANGLO-CHINESE CALENDAR," by Dr. E. B. KELLY & WALSLEY LTD. Chater Road.

Hongkong, 13th June, 1908. 956

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Booth will be despatched for the above Ports on TUESDAY, the 16th inst., at 2 P.M.

For Freight or Passage apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 13th June, 1908. 957

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLICH,"

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th June, 1908. 958

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Hongkong House Property, Shanghai, Strike Law, Royal Tourists, Education in Japan, Chinese Foreign Trade in 1907, Hongkong Sanitary Board, The "Pau" War-trend, Supreme Court, Hongkong Legislative Council, Commercial, Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong 13th June, 1908.

TRANSLATED NOVELS (some illustrated): Addresses (letter), catalogue free, or with sample, \$3d. (letter postage)—A. D. SATLIS, 20, Rue de la Michodière, Paris.

12

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B. R., Care of "Daily Press" Office.

Hongkong, 13th November, 1906. 644

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that A. B. MOULDER & CO., of No. 19, Queen's Road Central, Victoria, Hongkong, Merchants have on the 11th day of April, 1908, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS viz:—

1. The Chinese (月) "Yui" meaning "Moon" enclosed in a circular disc with the word "Moon" above the said disc.

On the left hand side are the Chinese characters (月曜爲記) meaning "Moon Brand" and below the device are the words "A. B. MOULDER & CO." and the Chinese Characters (東利洋行) meaning "Tung Lee Foreign Firm."

2. The representation of a Lighthouse with the word "Lighthouse" above the same. On the left hand side of the device are the Chinese characters (燈塔爲記) meaning "Lighthouse Brand" and below the device are the words "A. B. MOULDER & CO." and the Chinese characters (東利洋行) meaning "Tung Lee Foreign Firm."

in the name of A. B. MOULDER & CO. who claim to be the Proprietors thereof.

The said Trade Marks have not been used by the applicants hitherto, but it is the intention of the Firm to use them forthwith in respect of FLOUR in Class 42.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated 13th day of May, 1908.

GOLDING, BAILW & MORRELL, Solicitors for the Applicants, 10, Queen's Road Central, Hongkong. 836

## INTIMATIONS

## ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY of CARPENTERS, CARPENTERS, PLUMBERS, PAINTERS, SCRAPERS, SHOE MAKERS or LEATHER WORKERS for the period of Twelve Months commencing 1st JULY next, to H.M. NAVAL YARD.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and when filled up should be deposited in the Tender Box at the Main Gate of the Yard not later than Noon on SATURDAY, 20th June, 1908.

Hongkong, 11th June, 1908. 952

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date, and during the Absence of Mr. G. L. TOMLIN from the Colony, Mr. W. G. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

HENRY W. SLADE, Chairman.

Hongkong, 3rd June, 1908. 929

CHINA TRADERS' INSURANCE CO. LIMITED.

NOTICE.

THE CERTIFICATE No. 589 for Ten Shares, numbered 23641 to 23650, standing in the Register in the name of GOR HOE TSE, having been declared LOST.

Notice is hereby given that unless the said Certificate is produced to the Company on or before the 15th August, 1908, a New Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as Null and Void.

By Order of the Board of Directors, A. B. ROUSE, for the Secretary.

Hongkong, 3rd June, 1908. 925

SANTA CASA DA MISERICORDIA OF MACAO.

NOTICE.

IT IS HEREBY NOTIFIED for Public Information that, at Three o'clock in the afternoon of the 30th June of the current year, before the Board of Directors of the SANTA CASA DA MISERICORDIA OF MACAO, the adjudication by PUBLIC AUCTION, will be made of the LEASE of the "BOA VISTA" HOTEL SANATORIUM for a period of THREE YEARS, commencing from the 1st July proximo to the end of June, 1911.

TENDERS must be submitted in SEALED COVERS.

The conditions for bidding are as follows:—

1. Persons desirous of bidding must Deposit with the Proprietor of the Santa Casa, before the opening of proceedings, the sum of \$250 as a Pledge of the bona fides of their offer, which sum shall be returned to all those who may not be awarded the Lease, immediately after the adjudication.

2. The TENDERS, which must be in sealed cover, addressed to the Proprietor, must be delivered to the Board as soon as adjudication proceedings are declared opened, together with the Deposit Note.

3. Those failing to make the Deposit will not be allowed to bid, nor will their tenders be accepted.

4. The GUARANTEE, which must be given by the successful bidder, immediately after the award is made, will be the equivalent IN CASH of ONE YEAR'S RENTAL, or a Deposit Note for a like value of any Bank payable to the Order of the Santa Casa; personal bond being unacceptable.

5. The UPSET VALUE of the Lease is THREE THOUSAND SIX HUNDRED DOLLARS per annum, corresponding to \$300 a month.

The Clauses of the Agreement for Lease can be seen at the Office of the Secretary of the Santa Casa where they can be considered by intending tenders.

ANTONIO MARIA INNOVENCIO MAHER, Secretary to the Board of Directors, Santa Casa da Misericordia.

Dated at Macao, Chambers of the Santa Casa da Misericordia, 26th May, 1908. 917

WILL NOT REMOVE.

BY courtesy of the SECRETARY of the HONGKONG HOTEL, we will REMAIN HERE.

NOW SHOWING:

NEW SUMMER GOODS.

All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & Co., 25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st June, 1908. 651

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats werden im Jahre 1908 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

KAISERLICH DEUTSCHES KONSULAT.

Swatow, den 27. Dezember 1907. 155

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats werden im Jahre 1908 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Der Kaiserlich Deutschen Konsul, H. VON VARCHMIN, Pakhoi, den 12. Dezember 1907. 1991

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats werden im Jahre 1908 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Kaiserlich Deutsches Konsulat, Canton, den 31. Dezember 1907. 2020

## AUCTIONS

By ORDER of the MORTGAGEES.

## PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received Instructions to Sell by PUBLIC AUCTION, ON MONDAY, the 15th day of June, 1908, at 12 o'clock Noon, at their Auction Room, No. 8, Des Vaux Road Central, (Corner of Ice House Street), IN ONE LOT THE VALUABLE LEASEHOLD PROPERTY known as INLAND LOT No. 118 with the Premises thereon known as Nos. 18, 20, 22, 24 and 26, ELGIN STREET, Nos. 40, 42 and 44, PEARL STREET and Nos. 26, 28, 30, 32, 34 and 36 STANTON STREET.

Area 16,317 Square feet. Crown Rent \$72.00.

Particulars and Conditions of Sale may be obtained from the Vendors Solicitors, Messrs. DEACON, LOOKER & DEACON, 1, Des Vaux Road Central, and also from THE AUCTIONEERS.

Hongkong, 2nd June, 1908. 951

## PUBLIC AUCTION.

THE Undersigned have received Instructions to Sell by Public Auction, ON TUESDAY, the 23rd and 24th June, 1908, at 10 A.M. each day at H.M. NAVAL ESTABLISHMENTS, SUNDRY OLD and SUPERFLUOUS NAVAL and VICTUALING STORES, Comprising:—

OLD AND SUPERFLUOUS NAVAL STORES: CHAIN CABLE, WOOD BLOCKS, HOSES, TOOLS, OLD IRON & METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, &c., &c., &c.

OLD AND SUPERFLUOUS VICTUALING STORES: PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a Quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued.

Terms of Sale:—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 6th June, 1908.

## FOR SALE

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central.

Hongkong, 16th May, 1908. 853

## FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$35

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL AMUSERS, STAMP, POSTCARD and BIRDY ALBUMS, and all other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 645

## STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PEAYA EAST. Approximate AREA 45,000 SQUARE FT. 89 YEARS' LEASE.

For Particulars, apply to GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1908. 784

## TO LET

FROM 10th JUNE.

THE FURNISHED FLAT on Top Floor of Messrs. DOUGLAS LARRAIK & Co.'s Offices, Four Rooms with Kitchen and Bath Room.

Terms on Application to—DOUGLAS LARRAIK & Co., No. 1, Douglas Street.

Hongkong, 9th June, 1908. 926

## TO LET.

OFFICES in HOTEL MANSIONS.

Apply to—HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 1st May, 1908. 785

## TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st June, 1908. 85

## TO LET.

FIRST FLOOR of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FRED. BORNEMANN.

Apply to—DAVID SASSOON & Co. Ltd., Hongkong, 7th April, 1908. 96

## TO LET.

GOOD OFFICES at 2, PEDDER STREET.

Apply to—JARDINE, MATHESON & Co. Ltd., Hongkong, 28th May, 1908. 899

## TO LET

## TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3rd June, 1908. 88

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—SECRETARY, A. S. WATSON & Co., Limited.

Hongkong, 23rd April, 1907. 91

## TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to—TAM TSE KONG, Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West.

Hongkong, 1st October, 1907. 84

## TO LET.

"GLENWOOD" CHAMBER ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

2, BEACONFIELD ADE ADE. Facing Parade Ground.

No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

BEACONFIELD ADE ADE, Fine Office and Dwelling Rooms.

DWELLING ROOMS and Offices in DUDDELL STREET.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

OFFICES in Queen's Road Central.

BELLIS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDDELL STREET Shop.

No. 2, DES VEAUX VILLAS (PARK).

Apply to—LINSLEY & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 6th June, 1908. 189

## TO LET

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yau Ma Tei. Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Hongkong, 18th January, 1908. 221

## TO LET.

12, ARBUTHNOT ROAD—6 Rooms.

Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road.

Hongkong, 25th April, 1908. 782

## TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIVINGTON TERRACE.

No. 18, DES VEAUX ROAD CENTRAL, 1st Floor.

"HATHERLEIGH" Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the Hongkong Hotel.

FLATS in MOSCOW TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st June, 1908. 88

## TO LET.

NO. 25, CONDUIT ROAD (Clifton Gardens), Furnished, for 4 to 6 months. Arrangements can be made for longer lease.

Apply to—HAROLD BRODERSEN, Care of THE ASIATIC PETROLEUM CO., Ltd., King's Buildings.

Hongkong 8th June, 1908. 941

## TO LET.

NO. 27, 31 and 33, SEYMOUR ROAD.

No. 61, CAINE ROAD.

Apply to—SAM WANG CO., LTD., 81, Queen's Road Central.

Hongkong, 22nd April, 1908. 80

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st June, 1908. 823

## TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODIOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession.

Moderate rental.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Hongkong, 2nd April, 1908. 846

## TO LET.

THE ROOMS on the first floor of No. 84, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—YEE SANG FAT & CO., Same address.

Hongkong, 28th January, 1907. 270

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SARGENT & Co.)

Apply to—THE COMPRADORE DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central.

Hongkong, 10th June, 1908







## SHIPPING.

**ARRIVALS.**  
**BRITISH.** British str. 2,146, Webster, 12th June—London and Singapore 7th June, General—Gibb, Livingston & Co.  
**CHOISANG.** German str. 1,021, F. Buecking, 11th June—Bangkok 6th June, Risco—Butterfield & Swire.  
**KYUKANG.** British str. 1,227, Wavell, 12th June—Shanghai 7th and Amoy 10th, General—Butterfield & Swire.  
**SUMATRA.** German str. 507, Meinken, 12th June—New Guinea 20th May, and Pales Island 2nd June, Copra—Molchers & Co.  
**TEAN.** British str. 1,346, A. W. Outerbridge, 12th June—Manila 9th June, General—Butterfield & Swire.

**CLEARANCES.**  
**AT THE HARBOUR MASTER'S OFFICE.**  
 12th June.  
 Jacob Diederichsen, German str., for Haiphong.  
 Piteulok, German str., for Bangkok.  
 Gardinia, British str., for Shanghai.  
 Zafiro, British str., for Manila.

**DEPARTURES.**  
 12th June.  
 BINGO MARU, Japanese str., for Kobe.  
 C. Diederichsen, German str., for Swatow.  
 Dacot, Norwegian str., for Newchwang.  
 PAUSANG, British str., for Saigon.  
 HAICHING, British str., for Coast Ports.  
 HONGKONG, British str., for Amoy.  
 HUEICOW, British str., for Canton.  
 HUPES, British str., for Hainan.  
 KARONGA, British str., for Shanghai.  
 KOWLOON, German str., for Nagasaki.  
 MAHE, German str., for Moji.  
 NORD, British str., for Singapore.  
 PERSABUR, German str., for Swatow.  
 PRAGMATA, German str., for Haiphong.  
 SYD, Norwegian str., for Canton.  
 TAISANG, British str., for Swatow.  
 YAWATA MARU, Japanese str., for Australia.

**VESSELS IN DOCK.**  
 June 12th.  
**ABERDEEN DOCK.**  
 LONDON DOCK—Bosson, Fiume, Court, field, Arabia, Shantung, Hongkong, Aker, Liden.  
**COSMOPOLITAN DOCK.**

**VESSELS ON THE BERTH.**  
**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.**  
**PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED TO BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.**

**THE Steamship**  
**"DELHI."**  
 Captain J. D. Andrews, R.N.R., carrying H. Majesty's Mail, will be despatched from this for Bombay & on SATURDAY the 13th June at Noon, taking passengers and cargo for the above port in connection with the Company's "BRITANNIA," 7,000 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable cargo for Franco, Tea for London (under arrangement) will be transhipped at Colombo to the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the B.M.S. "Egypt," due in London on 26th July, 1908. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
 F. J. ABBOTT,  
 Acting Superintendent.  
 Hongkong, 1st June, 1908.

**"GLEN" LINE OF STEAMERS.**  
**FOR LONDON AND ANTWERP VIA SUEZ CANAL.**  
**THE Steamship**  
**"GLENEARN."**  
 Captain W. Haughton, will be despatched on MONDAY, the 15th June.  
 For Freight or Passage, apply to  
 McCREGOR BROS. & GOW,  
 Hongkong, 27th May, 1908.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
**STEAM TO SHANGHAI, YOKOHAMA AND KOBE.**  
**THE Company's Steamship**  
**"NIPPON."**  
 Capt. E. Tarabochia, will leave for the above places on TUESDAY, the 16th inst., p.m. This steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess. For Freight or Passage, apply to  
 SANDER, WIELER & CO.,  
 Agents,  
 Prince's Building.  
 Hongkong, 10th June, 1908.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
**FOR SYDNEY AND MELBOURNE.**  
 Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

**THE Steamship**  
**"ALDENHAM."**  
 Captain St. John George, will be despatched on THURSDAY, 25th inst., at Noon. This well-known steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, &c., throughout the voyage. The steamer is installed throughout with the Electric Light. A stewardess and a duly qualified Surgeon are carried. To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents,  
 Hongkong, 10th June, 1908.

**THE Steamship**  
**"ALDENHAM."**  
 Captain St. John George, will be despatched on THURSDAY, 25th inst., at Noon. This well-known steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, &c., throughout the voyage. The steamer is installed throughout with the Electric Light. A stewardess and a duly qualified Surgeon are carried. To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents,  
 Hongkong, 10th June, 1908.

**THE Steamship**  
**"ALDENHAM."**  
 Captain St. John George, will be despatched on THURSDAY, 25th inst., at Noon. This well-known steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, &c., throughout the voyage. The steamer is installed throughout with the Electric Light. A stewardess and a duly qualified Surgeon are carried. To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents,  
 Hongkong, 10th June, 1908.

**THE Steamship**  
**"ALDENHAM."**  
 Captain St. John George, will be despatched on THURSDAY, 25th inst., at Noon. This well-known steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, &c., throughout the voyage. The steamer is installed throughout with the Electric Light. A stewardess and a duly qualified Surgeon are carried. To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents,  
 Hongkong, 10th June, 1908.

**THE Steamship**  
**"ALDENHAM."**  
 Captain St. John George, will be despatched on THURSDAY, 25th inst., at Noon. This well-known steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, &c., throughout the voyage. The steamer is installed throughout with the Electric Light. A stewardess and a duly qualified Surgeon are carried. To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents,  
 Hongkong, 10th June, 1908.

**THE Steamship**  
**"ALDENHAM."**  
 Captain St. John George, will be despatched on THURSDAY, 25th inst., at Noon. This well-known steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, &c., throughout the voyage. The steamer is installed throughout with the Electric Light. A stewardess and a duly qualified Surgeon are carried. To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents,  
 Hongkong, 10th June, 1908.

**THE Steamship**  
**"ALDENHAM."**  
 Captain St. John George, will be despatched on THURSDAY, 25th inst., at Noon. This well-known steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, &c., throughout the voyage. The steamer is installed throughout with the Electric Light. A stewardess and a duly qualified Surgeon are carried. To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents,  
 Hongkong, 10th June, 1908.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L," together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL	DELHI	Brit. str.	1	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE & C.	GLENEARN	Brit. str.	1	W. Haughton	McCREGOR BROS. & GOW	On 15th inst.
LONDON & ANTWERP VIA SINGAPORE & C.	CANDIA	Brit. str.	1	O. Jones, R.N.R.	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP VIA SINGAPORE & C.	CARDIGANSHIRE	Brit. str.	1	J. B. Ferguson	SHERMAN, TOMES & CO.	On 20th inst.
LONDON & ANTWERP VIA SINGAPORE & C.	PALESTINE	Brit. str.	1	Malchow	P. & O. S. N. Co.	About 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 26th July.
LISBON, HAVRE, BREMEN & HAMBURG	SAXONIA	Ger. str.	k.w.	Chabonnel	HAMBURG-AMERIKA LINIE	On 9th August.
MARSEILLES, &c., via PORTS OF CALL.	TONKIN	Ger. str.	k.w.	V. Döhren	HAMBURG-AMERIKA LINIE	On 15th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & C.	HAKATA MARU	Jap. str.	1	T. Mural	MESSAGERIES MARITIMES	On 23rd inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & C.	WAKASU MARU	Jap. str.	1	N. Nielsen	NIPPON YUSEN KAISHA	On 24th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & C.	BRISAVIA	Ger. str.	k.w.	Girtonbrun	HAMBURG-AMERIKA LINIE	Beginning of July.
GENOA & Marseilles & HAMBURG	HELLAS	Ger. str.	k.w.	Sach	HAMBURG-AMERIKA LINIE	On 8th July, at D'light
NAPLES, GENOA, ALGER, GIBRALTAR &c.	PRINZ HEINRICH	Ger. str.	k.w.	P. Giesch	MELCHERS & CO.	On 23rd inst.
TRIESTE, &c., via SINGAPORE, &c.	TRIESTE	Aus. str.	1	S. Chumac	SANDER, WIELER & CO.	On 17th inst., at Noon.
BOSTON & NEW YORK	OCEANO	Brit. str.	1	W. von Sonden	ARNHOLD, KARBURG & CO.	On 20th inst., p.m.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1	H. Petersen	CANADIAN PACIFIC R. CO.	About 25th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	RENOX	Brit. str.	2	N. Mathieson	CANADIAN PACIFIC R. CO.	To-day, at 4 p.m.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KAGA MARU	Jap. str.	1	G. S. Lapsick	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
VICTORIA, B.C. & TACOMA via JAPAN	TREMONT	Am. str.	1	T. W. Garlick	DODWELL & CO., LIMITED	On 23rd inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	TOKA MARU	Jap. str.	1	N. Nielsen	NIPPON YUSEN KAISHA	On 7th July, at 4 p.m.
AUSTRALIAN PORTS via MANILA	THYAN	Brit. str.	1	C. Lindbergh	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	1	J. Minssen	MELCHERS & CO.	On 18th inst., at 5 p.m.
AUSTRALIAN PORTS via MANILA	ALDENHAM	Brit. str.	1	St. John George	GIBB, LIVINGSTON & CO.	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	1	N. Harrison	NIPPON YUSEN KAISHA	On 10th July, at Noon.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 7th Aug., at Noon.
VLADIVOSTOK	CURONIA	Rus. str.	1	W. von Sonden	MELCHERS & CO.	About 5th July.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	1	H. Petersen	MELCHERS & CO.	On 27th inst., at D'light
KOBE AND YOKOHAMA	KAWACHI MARU	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 8th July, at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	1	Zwart	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN	TYTOBOS	Dut. str.	1	E. Forsyth	JAVA-CHINA-JAPAN LINE	On 25th July.
CHINGWANGTAO, JAPAN, AMERICA, &c.	AMIRAL EXELMANS	Frenc. str.	1	C. C. Talbot, R.N.R.	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
CHEFOO & TIENTSIN	KUOROWA	Brit. str.	1	Richard	P. & O. S. N. Co.	About 12th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	WAIBING	Brit. str.	1	M. Nomoto	JARDINE, MATHESON & CO., LD.	To-morrow, at Daylight
SHANGHAI, MOJI, KOBE & YOKOHAMA	BUJUN MARU	Jap. str.	1	E. Tarabochia	OSAKA SHOSSEN KAISHA	On 16th inst., at 10 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NIPPON	Aus. str.	1	A. E. Sandbach	SANDER, WIELER & CO.	On 16th inst., p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HANGSANG	Brit. str.	1	B. Wilhelm	JARDINE, MATHESON & CO., LD.	On 17th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	GOEBEN	Ger. str.	1	Habel	MELCHERS & CO.	About 17th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SAXONIA	Ger. str.	k.w.	Martin	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ISTRIA	Ger. str.	k.w.	K. Gato	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CALEDONIE	Frenc. str.	1	M. B. Leke	MESSAGERIES MARITIMES	On 22nd inst., p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YETOROFU MARU	Jap. str.	1	H. Pybus	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMANG	Brit. str.	1	de Brouwer	JARDINE, MATHESON & CO., LD.	On 23rd inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CAUTION	Rus. str.	1	Kenzia	MELCHERS & CO.	End of June.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TYTOBOS	Dut. str.	1	H. A. Wall	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NANCHANG	Brit. str.	1	Ijichi	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KUOKANG	Brit. str.	1	H. S. Smith	BUTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHOSHU MARU	Jap. str.	1	Imben	OSAKA SHOSSEN KAISHA	On 16th inst., at 10 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAITAN	Brit. str.	1	J. S. Roach	BUTTERFIELD & SWIRE	To-morrow, at 9 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	1	Rodger	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TEAN	Brit. str.	1	S. J. Payne	DOUGLAS LAFAIR & CO.	On 16th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	1	E. J. Almond	BUTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	RUI	Brit. str.	1	T. Mayrick	JARDINE, MATHESON & CO., LD.	On 20th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YUENSANG	Brit. str.	1	Mathias	JARDINE, MATHESON & CO., LD.	On 26th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KATONG	Brit. str.	1	Weigall	BUTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MAUSANG	Brit. str.	1	F. Sembl	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	Ger. str.	1	B. Kembl	MELCHERS & CO.	About End of June.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOSHIO MARU	Jap. str.	1	H. Koops	NIPPON YUSEN KAISHA	On 18th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	1		JARDINE, MATHESON & CO., LD.	On 24th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TIKINI	Dut. str.	1		JAVA-CHINA-JAPAN LINE	Quick despatch.

**EAST ASIATIC CO., LD.**  
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
**RUSSIAN EAST ASIATIC CO., LD.**  
 ST. PETERSBURG & VLADIVOSTOK.  
**SWEDISH EAST ASIATIC CO., LD.**  
 GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.**  
 SUBJECT TO ALTERATION.  

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"PETRONIA"	End of June.
MARSEILLES, HAVRE, & COPENHAGEN	"SIAM"	Beginning of July.
VLADIVOSTOK	"CURONIA"	About 5th July.

 For Further Particulars, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 5th June, 1908.

**NIPPON YUSEN KAISHA.**  
 (THE JAPAN MAIL STEAMSHIP CO.)  
**PROJECTED SAILINGS FROM HONGKONG—**  
 SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU, Capt. T. Mural, Tons 6161 WAKASU MARU, Capt. N. Nielsen, Tons 6265	WEDDAY, 24th June, at Daylight WEDDAY, 8th July, at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and KOKOYAMA	KAGA MARU, Capt. G. S. Lapsick, Tons 6301 TOKA MARU, Capt. J. Nagao, Tons 5923	TUESDAY, 23rd June, at 4 p.m. TUESDAY, 7th July, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY, KUALA, TOWNSVILLE and BRISBANE	NIKKO MARU, Capt. T. Harrison, Tons 5830 KUMANO MARU, Capt. N. Mathieson, Tons 5076	FRIDAY, 10th July, at Noon FRIDAY, 7th August, at Noon
BOMBAY via SINGAPORE, COLOMBO and PORT SAID	YEBOSHI MARU, Capt. B. Kon, Tons 4097 YETOROFU MARU, Capt. K. Sato, Tons 4165	THURSDAY, 19th June, at Noon FRIDAY, 19th June, at Noon
KOBE and YOKOHAMA	KAWACHI MARU, Capt. H. Petersen, Tons 6101	SATURDAY, 27th June, at D'light
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. N. Mathieson, Tons 5076	WED'DAY, 8th July, at Noon

\* Calling at Beijing.  
 † Cargo only.  
 ‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
 For Further Information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

**T. KUSUMOTO,**  
 MANAGER. 336  
 Hongkong, 13th June, 1908.

## MESSAGERIES MARITIMES.

**FRENCH MAIL LINES.**  
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 22nd June, p.m.
MARSEILLES via PORTS	"TONKIN"	On 23rd June, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 6th July, p.m.
MARSEILLES via PORTS	"POLYNESIE"	On 7th July, 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 lbs. up to 271 lbs. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
 For Further Particulars, apply to—  
 P. NALIN, ACTING AGENT,  
 Queen's Building.  
 Hongkong, 16th June, 1908.

## NORTHERN PACIFIC LINE.

**POSTON STEAMSHIP COMPANY.**  
 CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**  
**PROPOSED SAILINGS FROM HONGKONG FOR**  
**VICTORIA, B.C. AND TACOMA**  
 VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamers.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 1st July.
SUVERIC	6,332	W. Shotton	On 23rd July.
KUMERIC	6,232	Cowley	On 18th August.
SHAWMUT	9,606	E. V. Roberts	On 12th September.

\* Storage Passengers only.  
**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND**  
**CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.**

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundries. Cargo carrier in cold-storage.

**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**  
 For further information apply to—

**DODWELL & CO., LIMITED.**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 10th June, 1908.

## VESSELS ON THE BERTH.

**"SHIRE" LINE OF STEAMERS, LD.**  
 For LONDON AND ANTWERP.

**THE Steamship**  
**"CARDIGANSHIRE"**  
 Will be despatched for the above Ports on the 20th June, 1908.  
 To be followed by the Steamship  
**"CARNARVONSHIRE"**  
 sailing on or about 10th July, 1908.  
 For Freight or Passage, apply to  
 SHERMAN, TOMES & CO.,  
 Agents,  
 Hongkong, 12th June, 1908. 835

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR FRIUM AND TRIESTE (DIRECT).**  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
 Taking Cargo at through rates to the BRASILS to PERSIAN GULF, Red Sea, BEAUX SEA, LANT, VENICE and ADRIATIC PORTS.

**THE Company's Steamship**  
**"TRIESTE"**  
 Captain S. Chumac will be despatched as above on SATURDAY, the 20th June, p.m. This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to  
 SANDER, WIELER & CO.,  
 Agents,  
 Prince's Buildings.  
 Hongkong, 11th June, 1908. 3

**THE AMERICAN AND ORIENTAL LINE.**  
 FOR BOSTON AND NEW YORK.  
 (With Liberty to Call at the Malabar Coast.)

**THE Steamship**  
**"OCEANO"**  
 will be despatched for the above Ports on or about THURSDAY, the 25th June.  
 For Freight apply to  
 ARNOLD KARBURG & CO.,  
 Agents.  
 Hongkong, 13th June, 1908. 893

**NATAL LINE OF STEAMERS**  
**THE Undersigned GENERAL AGENTS**  
 in CHINA and JAPAN for the above Line are



401







## THE BRITISH ASLEEP.

[By Edward Noble in the Morning Post.]

For an Island Nation to stand with folded hands while her manufacturers are being strangled by foreign competition is, perhaps, explicable, although no one would call it wise; but that an Island Nation which is unable to feed herself should take the same attitude while the Merchant Navy which feeds her is slowly driven from the face of the sea is so astonishing that it can only be put down to ignorance of the true position. Yet what do we see? It is a thorny subject, but I will try to put it plainly. Not very long ago a daily paper published an appeal from the Lord Mayor of Liverpool for funds to enable a certain Committee to continue the work of training boys for the British Merchant Service—and on another page there appeared a note showing Herr Ballin, the managing director of the Hamburg-America Line, diplomatically escaping from the consequences of statement which he was reported to have made. In discussing the relative strength of the British and German Mercantile Marine, Herr Ballin declared that the "overwhelming superiority" of the former existed only on paper. "The British Mercantile Marine," he said, "numbers comparatively few first-class passenger ships, and consists for the most part of second-rate tramp, constructed of the cheapest material, and capable of steaming only at the slowest speed."

Now I am not concerned here with the question of the number or equipment of our mail ships nor with Germany's or England's claim to superiority in this branch of the service, but I am concerned with the question of the "second rate tramps constructed of the cheapest material and capable of steaming only at the slowest speed." Herr Ballin is reported to have made use of the phrase, "Well—it is immaterial. A fact which is recognised by people conversant with the conditions of our Mercantile Marine only requires to be belated in order to prove its truth. It is acknowledged that, roughly 80 per cent. of the British shipping comes under the heading of "Tramp-ownership." And for the benefit of those who are uncertain I may say that a tramp is a species of steamship which came into existence early in the Eighties, when first our liners began to feel the weight of foreign competition. She has grown steadily larger, more unseaworthy, and carried fewer hands ever since. She is a brand of vessel which has no definite trade, but is ready to sail anywhere and out into the freights of the liner. She is built cheaply. She is run cheaply. She is a danger to the ordered ship by the fact that she is undermanned. In these days she is manned almost entirely by foreigners. She is a tramp, an Ishmael of the seas, and comes deservingly under the lash of Herr Ballin, but she feeds the British people, and is owned by individuals and companies who must make her pay. That is the object of her existence, the reason why she was built, and if directors are unable to earn dividends some uncomfortable truths or untruths are hurled at them at the half-yearly meetings.

England is not food and clothing and provided with cheap crockery because otherwise England would starve and be very uncomfortable, but because it pays someone to feed and clothe and keep England warm. Shipping does not pay in these days, or perhaps one should say that the compensations are scarcely considered adequate by those who invest in shipping, especially in times when the risks are great and accumulating. Once it was possible to amass great fortunes and yet run ships with a fairly lavish hand, but the time has passed when the British shipowner could compete with British owners—out-thrust competition, the survivor of them left staggering. And lately there arrived the competition of State-aided foreigners, nations who see in our lack of system an opportunity to gain for themselves some portion, all, if possible, of that ocean-borne traffic which once admittedly was ours.

Mr. John Heron, the shipowner, has recently given evidence before the Departmental Committee on the supply and training of British seamen for the Mercantile Marine. He considers that the Government should subsidise the shipowners for carrying and training boys whom they do not want, on the ground that sailing ships do not pay. "Eighty per cent. of the companies owning sailing ships—I quote from the leading article in the *Journal of Commerce*—are up to the neck in debt which they will never be able to clear off, and in face of this it would be simply preposterous to insist upon boys being carried on such vessels without the payment to their owners of an adequate subsidy." The suggested subsidy was £5 per boy for the two first years of training, while on the third year he would be in receipt of "£1 per month less than an A.B.'s wages." Sailing ship owners, says the same article, "do not carry deck boys, nor do they want them." I agree—they want men. "Something like 23 per cent. of the boys engaged by Mr. J. W. Hughes, a Liverpool shipowner, 'leave at the end of eighteen months for shore employment.' A record of the service of 43 deck boys that only three of them stayed more than a year." I am not surprised. Meanwhile we see appeals to philanthropic individuals for funds to enable the men who are working heroically in this ungrateful task to carry on the homes and training establishments, some of them on shore and not on shipboard, which shall supply us with the necessary seamen. That is to say, philanthropy is asked to take in hand the duty of training seamen for the Mercantile Marine—a duty the shipowner is no longer willing to carry out, because it does not pay. "In 1870," says a Board of Trade shipping return for 1900, "we had 18,303 apprentices. The day we have only 5,617." And I may add, in 1906 the Board of Trade return puts the number at 2,943. The actual figures for the period in question are as follows: 1870, 18,303; 1880, 14,667; 1890, 8,650; 1900, 5,617; 1906, 2,943.

I have no desire to make more difficult the task which has been placed before philanthropy to solve, but I ask plainly, Was it necessary forty years ago to solicit donations to aid our Mercantile Marine? Has anyone ever heard that Green, or Wigram, or De Witt and Moore, or any of the old time shipowners found it necessary to refuse to train boys on the ground that their vessels did not pay, or that a bonus, the quid pro quo of the *Journal of Commerce*, was demanded as an inducement? Does France or does Germany, our two chief competitors, find it essential to their industry to appeal to philanthropic persons for aid in this matter? To anyone who knows the condition of the fleets of our rivals the answer is plain—the necessity does not exist. Why is it that Germany can make such records with her Cap Horn fleet of sailing ships, while England only succeeds in running a bad record? Is it because Britishers are getting as fat as the Germans in which they sail, or is it because the German ship is well built and well manned and the British inefficient? One has heard, too, that the German can make a dividend for his owners, but authoritatively we are told that "80 per cent. of British sailing ships are up to their neck in debt, which they will never be able to clear off." Is it now time that we looked at this thing straight and spoke

of it without hyperbole? By common assent it is recognised that the truth is often unpleasant, and the truth here is even more unpleasant than usually nauseous. Yes I will state it.

The conditions of service in the British Mercantile Marine are such that no self-respecting man or boy will continue in it. That is my statement, and last it should be supposed that I am alone in my belief. I quote the former President of the Board of Trade, who in the House of Commons on May 23, 1906, spoke these words: "My own surprise is not that we have not a sufficient number of sailors, but that we have 150,000 Britishers who go to sea under such conditions as prevail at present." That, I take it, coming as it does from one who was then at the head of this great industry, may be regarded as unequivocal; yet I venture to quote one more extract, this time from a letter from Mr. H. A. Livermore, the secretary to the Maritime Seamen. He is speaking of the boys who go to sea, "the future officers and commanders of our Mercantile Marine." These lads," he tells us, "generally come from good homes, while very many are the sons of professional men; but the conditions under which they too often live and work on board ship are such as the majority of self-respecting working-class lads in this country would not endure for a single day. Cooped up for three, four, or even five months at a time, in the discomfort, dirt, and evil surroundings of a modern sailing ship, these young gentlemen, when they reach port, are only too ready to fall a prey to the land sharks, who hold out to them opportunities of pleasure, but who generally end in robbing and ruining the poor lads." That is the indictment of one who has also had exceptional means of coming at the truth, and I accept it in all sincerity. You will notice, too, that Mr. Livermore says "modern sailing ships," also that the ex-President of the Board of Trade says "such conditions as prevail at present," and I state here definitely from my own knowledge that this state of things has been brought upon us by competition: a too keen competition; by overbuilding during "boom" years; by the constant aim of cheapening ships in order that they may still be able to compete with State-aided foreigners; by the constant reduction of ocean freight charges; by the struggle between rival lines until it pays nearly as well to run ships empty as full.

Germany and France, and other protected countries in a lesser degree, have made for themselves fleets while our shipowners have fought to meet them, and in the process have been driven to the verge of ruin. The result of this is a vessel which is a watch, carrying two "officers" and carrying them night and day, in port and at sea, in the effort to make dividends for those shareholders who will clamour. England in her struggle to maintain her position has succeeded in sweating her sailors, and now that we are finding it difficult to man our ships with Britishers we are asked to put our hands in our pockets to perpetuate the evil so lucidly described by Herr Ballin. If you can find an Englishman sailing under the flag of his own country, ask him his opinion of the life. He will give it with embellishments bordering on blasphemy. If you ask his officer he will tell you he would not send a dog to sea. He may give you his views of a "two officer" ship, one of the "freak-boat" that is plying about against circumstances and the State-aided foreigner. He will explain, perhaps, how it feels to stand "watch and what," which means 15 hours on duty daily, what it is like to tally cargo Sunday and all days while in port, all night too if need be, and with out additional pay, what he is fit for when, the coast is discharged, he climbs to "Mount Misery" (the bridge) and resumes a duty known as navigation. Whether he is fit for it after perhaps 30 or 40 hours work at the cargo; what the three-hour snatch of sleep, spatchcocked between salt water baths provided gratis by the tramp he directs, is like—whether on turning out he is inclined to laugh and fitch his trousers after the manner of tars on the stage. Ask him, too, whether he pays to be an officer, or whether there is any pension at the end of things or only the strotches and the "house?" If he is skipper ask him the same question—does it pay? The man earns perhaps ten pounds a month, perhaps twenty—anything that lies between may be his salary; plus in some cases a written agreement to hand to his managing director all those perquisites and commissions on which he is supposed to grow fat, on pain of instant dismissal. Ask this British, he British, shipmaster his views on the justice of those Boards of Trade inquiries which sit in judgment upon him, whether the upshot is penalty for the owner of the undermanned and cheaply-run tramp which has come to grief while he stood on his bridge or penalty for him, whether he would find it easy to climb once more to command after his certificate has been suspended, or whether he found it wise to say at that inquiry, all that he knew of the disaster, which has ruined him. Ask the officers of some of our "liners" what it is like to sit at the head of a table and chat with passengers and systemically refuse those dishes which are meant only for the passenger who smiles in his face, what would be the consequences for him if he forgot his position and indulged in his appetite.

The thing stands too appallingly for what it is. It is not the condition which was, but the condition which is, that annoys. Yet, if you have patience, ask these questions, and if this sailor is inclined to trust you, or you are one of the brotherhood, he will keep you pinned with the story of the fall, of the competition which has brought it about; of the overbuilding and bounties which have reduced freights until it would benefit the merchant in Liverpool to ship goods to London via New York rather than direct via Crewe. Eighty per cent. of British ships are tramps, scandalously handicapped from the hour of their birth, hopelessly inadequate to resist that "combination of circumstances" which at any moment they may meet. But they feed us, bring us cloaks and hats and cradles and window-sashes and roll-top desks—things, it appears, we are too stupid to make; they bring us also cotton and wool and grain and beef. Sometimes they find the task difficult. Sometimes that combination of circumstances against which man ingenuously trusts the tramp full face, and she must stand there in the open and take her dressing. Sometimes she is incompetent to take the dressing the hand of the sea has prepared. Competition has seen to that. Cheap freights have seen to it. Cheap crews, cheap fittings, cheap material have rendered it plain to the man on the bridge what will happen now that this combination of circumstances has met him. Sometimes these steel tanks cave in. Sometimes the cargo shifts, despite your ordered array of shifting boards. Sometimes the hatches are loose, sometimes the plates. The ships lie down, throw up their heels, and we say they are "missing." On this subject I speak with hard head—The list is long—Sometimes it is heavy, sometimes it is light, but it is always present, staring at those who have eyes to see. I accept that statement of Herr Ballin's, whether he made it or not. Eighty per cent. of British ships are tramps, and life in a tramp is servitude. Out at the heart of this evil, I recognise the position. It is a sweating industry, an industry which seems to be going the way of other industries, of agriculture—an industry which presently may be lost to the British people, who when they came into possession of it, found it strong and virile.

## POSITIVISM.

There is a formula, applicable equally to a belief in ideas and to a belief in matter, which expresses, as Auguste Comte said, the most absolute truth that there is, the consciousness that, that "everything is relative." Every one knows it, every one understands it, who has not uttered it once at least? Yet the affirmation that "everything is relative" is, after all, of a positive nature. It is the expression of an affirmation, which is at all events necessary in order to be able to see into the heart of things, to make a start and arrive at a conclusion. Undoubtedly, most of those who have this expression on their tongues do not realise its scope. No one realises that this formula involves for us what the assumption of the existence of a God involved for the Deist, the Christian or the Musselman. Yet it is the spread of this formula is a sign of the times, and a striking proof that in future Positivism will dominate humanity. In the religion of humanity it plays the same part as did the formula "Christus regnat, Christus imperat," applied to Christ. It involves the admission that we are merely simple observers and spectators of phenomena, which are independent of our will and subject to determinate laws of Nature. It involves this too, that we can get profit from this phenomena only by subordinating ourselves to them, and that we are not authorised to have recourse to prayer and supplication. These three words, "everything is relative," which Comte did not invent, but to which he gave an entirely new significance, indicate that everything is changing in our method of thinking, and that a new order of things will begin. In a certain sense, they are the corner-stone of the positivist dogma, accepted more or less faithfully by such as repeat them. It is a potent formula, but more potent still are the consequences, which it must necessarily develop in the heart and soul.

To relinquish the explanation of phenomena otherwise than through laws, involves the renunciation of all speculations concerning initial and final causes. The result of this is a very resignation to what is inevitable, and this, so far from hampering human activity, rather concentrates it on the only phenomena which are amenable to influence and should for that very reason form the real aim of human life. Hence arises the idea of a true Providence, a task of Humanity, which may be compared to Pascal's "Man," who can live for ever and can never cease caring for the welfare of the unlimited line of his posterity.

But Positivism embraces life in the sum total of its interests, therefore Comte has summarised his ideas also on morals and society in the most striking formulae. The words "order and progress," which he gives as the motto of his doctrine, point to the twofold condition of all life and development. They couple the static with the dynamic, by pointing out that progress is only a further development of order, adjusting itself with greater and greater precision to the necessities of its environment. The conception meets with spirited opposition from revolutionary minds, which believe that radical and spontaneous changes can be produced in politics. A serious error, reduced to an absurdity through Comte's other formula that "destruction is only replacement." The combination of these two expressions forms the best guide and rule of conduct for our relations with political life.

## FRANZ JOSEF APERIENT WATER.

The best general and laxative recommended by doctors, especially for constipation, liver troubles, obesity, gout and rheumatism. Agreeable to take, certain and prompt in its action, it produces no after-discomfort. Ten gold medals. Sold everywhere.

**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**  
A French Remedy for all irregularities. Thousands of Letters of Praise. Martin's Pills can be taken at any time and in any quantity. The system is cleared out, the bowels are regular, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are regular, the bladder is healthy, the kidneys are strong, the liver is healthy, the spleen is strong, the pancreas is healthy, the gall bladder is strong, the prostate is healthy, the testicles are strong, the ovaries are healthy, the uterus is strong, the vagina is healthy, the cervix is strong, the fallopian tubes are healthy, the peritoneum is strong, the pleura is healthy, the lungs are strong, the heart is healthy, the arteries are strong, the veins are healthy, the capillaries are strong, the blood is pure, the skin is clear, the hair is black, the eyes are bright, the face is healthy, the body is strong, the mind is clear, the heart is pure, the lungs are healthy, the stomach is strong, the intestines are







## THE BRITISH ASLEEP.

[By Edward Nolls in the Morning Post.]

For an Island Nation to stand with folded hands while her manufacturers are being strangled by foreign competition is, perhaps, explicable, although in one would call it wise; but that an Island Nation which is unable to feed herself should take the same attitude while the Merchant Navy which feeds her is slowly driven from the face of the sea is so astonishing that it can only be put down to ignorance of the true position. Yet what do we see? It is a thorny subject, but I will try to put it plainly. Not very long ago a daily paper published an appeal from the Lord Mayor of Liverpool for funds to enable a certain Committee to continue the work of training boys for the British Merchant Service—and on another page there appeared a note showing Herr Ballin, the managing director of the Hamburg-America Line, diplomatically escaping from the consequences of statement which he was reported to have made. In discussing the relative strength of the British and German Mercantile Marine, Herr Ballin declared that the "overwhelming superiority" of the former existed only on paper. "The British Mercantile Marine," he said, "numbers comparatively few first-class passenger ships, and consists for the most part of second-rate tramp, constructed of the cheapest material, and capable of steaming only at the slowest speed."

Now I am not concerned here with the question of the number or equipment of our mail ships nor with Germany's or England's claims to superiority in this branch of the service, but I am concerned with the question of the "second rate tramps constructed of the cheapest material and capable of steaming only at the slowest speed." Herr Ballin is reported to have withdrawn the statement and to deny that he made use of the phrase. Well—it is immaterial. A fact which is recognised by people conversant with the condition of our Mercantile Marine only requires to be denied in order to prove its truth. It is acknowledged that, roughly, 80 per cent. of the British shipping comes under the heading "Tramp-ownership." And for the benefit of those who are uncertain I may say that a tramp is a species of steamship which runs into existence early in the Eighties, when first our liners began to feel the weight of foreign competition. She has grown steadily larger, more unseaworthy, and carried fewer hands over time. She is a brand of vessel which has no definite trade, but is ready to sail anywhere and at any time. Her freight is the lowest. She is built cheaply. She is run cheaply. She is a danger to well-ordered ships by the fact that she is undermanned. In these days she is manned almost entirely by foreigners. She is a tramp, an Ishmael of the sea, and comes deservedly under the last of Herr Ballin, but she feeds the British people and is owned by individuals and companies who must make her pay. That is the object of her existence, the reason why she was built, and if directors are unable to earn dividends some uncomfortable truths or untruths are hurled at them at the half-yearly meetings.

England is not fed and clothed and provided with cheap crockery because otherwise England would starve and is very uncomfortable, but because it pays someone to feed and clothe and keep England warm. Shipping does not pay in these days, or perhaps one should say that the compensations are scarcely considered adequate by those who invest in shipping, especially in times when the risks are daily accumulating. Once it was possible to amass great fortunes and yet run ships with a fairly large hand, but that time has passed. Competition grows. Competition between British owners—cut-throat competition, the survivor of them left staggering. And lastly there arrived the competition of State-aided foreigners, nations who see in our lack of system an opportunity to gain for themselves some portion, all, if possible, of that ocean-borne traffic which once ministered to our.

Mr. John Herrow, the shipowner, has recently given evidence before the Department of British trade and training of British boys seamen for the Mercantile Marine. He considers that Government should subsidize the shipowners for carrying and training boys whom they do not want, on the ground that sailing ships do not pay. "Eighty per cent. of the companies owning sailing ships," I quote from the leading article in the *Journal of Commerce*—"are up to the neck in debt which they will never be able to clear off, and in face of this it would be simply preposterous to insist upon boys being carried on such vessels without the payment to their owners of an adequate *quid pro quo*." The suggested *quid pro quo*, as far as I can gather, will cost the country £45 per boy for the two first years of training, while on the third year he would be in receipt of "£1 per month less than an A.B.'s wages." Sailing ship owners," says the same article, "do not carry deck boys, nor do they want them." I agree—they want men. "Something like 43 per cent. of the boys engaged by Mr. J. W. Hughes, a Liverpool shipowner," leaves at the end of eighteen months for foreign employment. A record of the service of 43 lads shows that only three of them stayed more than a year. I am not surprised. Meanwhile we see appeals to philanthropic individuals for funds to enable the men who are working heroically in this ungrateful task to carry on the homes and training establishments, some of them on shore and not on shipboard, which shall supply us with the necessary seamen. That is to say, philanthropy is asked to take in hand the duty of training seamen for the Mercantile Marine—a duty the shipowner is no longer willing to carry out because it does not pay. "In 1870," says a Board of Trade shipping return for 1900, "we had 18,393 apprentices. The day we have only 5,617." And I may add, in 1906 the Board of Trade return puts the number at 2,913. The actual figures for the period in question are as follows: 1870, 18,393; 1880, 14,667; 1890, 8,650; 1900, 5,617; 1906, 2,913.

I have no desire to make more difficult the task which has been placed before philanthropy to solve, but I ask plainly, Was it necessary forty years ago to solicit donations to aid our Mercantile Marine? Has an owner ever heard that Green, Wigram, or Dent and Moore, or any of the old time shipowners found it necessary to refuse to train boys on the ground that their vessels did not pay, or that a bonus, the *quid pro quo* of the *Journal of Commerce*, was demanded as an inducement? Does France or does Germany our two chief competitors, find it essential to their industry to appeal to philanthropic persons for aid in this matter? To anyone who knows the condition of the fleets of our rivals the answer is plain—the necessity does not exist. Why is it that Germany can make such records with her Capmany? How does she do it? Is it because British ships are getting so flabby as the tanks in which they sail, or is it because the German ship is well built and well manned and the British inefficient? One has heard, too, that the German can make a dividend for his owners, but authoritatively we are told that "80 per cent. of British sailing ships are up to their ears in debt, which they will never be able to clear off." Is it now time that we looked at this thing straight and spoke

of it without hyperbole? By common assent it is recognised that the truth is often more unpleasant and the truth here is even more than usually nauseous. Yes I will state it. The conditions of service in the British Mercantile Marine are such that no self-respecting man or boy will continue in it. That is my statement, and let it be supposed that I am alone in my belief. I quote the former President of the Board of Trade, who in the House of Commons on May 23, 1906, spoke these words: "My own surprise is not that we have not a sufficient number of sailors, but that we have 150,000 Britishers who go to sea under such conditions as prevail at present." That, I take it, coming as it does from one who was then at the head of this great industry, may be regarded as unqualified; yet I venture to quote one more extract from a letter from Mr. H. A. Livernor, the secretary to the Missions to Seamen. He is speaking of the boys who go to sea, "the future officers and commanders of our Mercantile Marine." These lads," he tells us, "generally come from good homes, while very many are the sons of professional men; but the conditions under which they too often live and work on board ship are such as the majority of self-respecting working-class lads in this country would not endure for a single day. Cooped up for three, four, or even five months in a dark, damp, uncomfortable, and ill-ventilated space, with a modern sailing ship, these young gentlemen when they reach port are only too ready to fall a prey to the land sharks, who hold out to them opportunities of pleasure, but who generally end in robbing and ruining the poor lads." That is the indictment of one who has also had exceptional means of coming at the truth, and I accept it in all sincerity. You will notice, too, that Mr. Livernor says "modern sailing ships," also that the ex-President of the Board of Trade says "such conditions as prevail at present," and I state here definitely from my own knowledge that this state of things has been brought upon us by competition; a too keen competition; by overbuilding during "boom" years; by the constant aim of cheapening ships in order that they may still be able to compete with State-aided foreigners; by the constant reduction of ocean freight charges; by fights between rival lines until it pays nearly as well to run ships empty as full.

Germany and France, and other protected countries in a lesser degree, have made for themselves fleets while our shipowners have fought to meet them by reducing expenses; by launching on the sea things of the tramp brand, "manned" by three men in a watch, carrying two "officers" and hawking them night and day, in port and at sea, in the effort to make dividends for those shareholders who will clamour. England in her struggle to maintain her position has succeeded in sweating her sailors, and now that we are finding it difficult to man our ships with Britishers we are asked to put out tenders in one week to the State to have the evils so hotly described by Herr Ballin, if you can find an Englishman sailing before the mast in a steam or sailing ship tramp, ask him his opinion of the life. He will give it with embellishments bordering on blasphemy. If you ask his officer he will tell you he would not send a dog to sea. He may give you his views of a "two officer" ship, one of the "frank-bread" that is patiently battling against circumstances and the State-aided foreigner. He will explain, perhaps, how it feels to stand "watch" and "watch," which means 15 hours on duty daily, while in port all night too if need be, and without additional pay; what he is fit for when the cargo is discharged, he climbs to "Mount Misery" (the bridge) and resumes a duty known as navigation. Whether he is fit for it after perhaps 30 or 40 hours work at the cargo, what the three-hour stretch of sleep; spatehooked between salt water baths provided gratis by the tramp he directs, is like—whether on turning out he is inclined to laugh and hitch his trousers, or whether he is inclined to stare on the stage. Ask him, too, whether it pays to stage an officer, whether there is any pension at the end of things or only the streets and the House? If he is skipper ask him the same question—does it pay? The man earns perhaps ten pounds a month, perhaps twenty—anything that lies between may be his salary, plus in some cases a written agreement to hand to his managing director all those perquisites and commissions on which he is supposed to grow fat, on pain of instant dismissal. Ask the British, be he British skipper or his views on the justice of these Board of Trade inquiries which sit in judgment upon him: whether the upshot is penalty for the owner of the undermanned and cheaply-run tramp which has come to grief while he stood on her bridges or penalty for him; whether he would find it easy to climb once more to command after his certificate has been suspended, or whether he found it wise to say at that inquiry, all that he knew of the disaster which has ruined him. Ask the officers of our "liners" what it is like to sit at the head of a table and chat with passengers and systematically refuse those dishes which are sent only for the passenger who smiles in his face, what would be the consequences for him if he forgot his position and indulged in his appetite. The thing stands too appallingly for what it is. It is not the condition which was, but the condition which is, that annoys. Yet, if you have patience, ask these questions, and if this sailor is inclined to treat you, or you are one of the brotherhood, he will keep you pinned with the story of the fall of the competition which has brought it about. He will tell you of the overbuilding, and how that has reduced freight rates until it would benefit the merchant in Liverpool to ship goods to London via New York rather than send them via Crewe. Eighty per cent. of British ships are tramps, scandalously handicapped from the hour of their birth, hopelessly inadequate to resist that combination of circumstances which at any moment they may meet. But they feed us, bring us cloaks and hats and cravats and window-sashes and roll-top desks—things, it appears, we are too stupid to make; they bring us also cotton and wool and grain and beef. Sometimes they find the best circumstances against which man's nature meets the tramp full face, and she must stand there in the open and take her dressing. Sometimes she is incompetent to take the dressing the head of the sea has prepared. Competition has seen to that. Cheap freights have seen to it. Cheap crews, cheap fittings, cheap material have rendered it plain to the man on the bridge what will happen now that this combination of circumstances has met him. Sometimes these steel tanks are in. Sometimes the cargo shifts, despite your ordered array of shifting boards. Sometimes the lads are sick, sometimes the plates. The ships lie down, throw up their heels, and we say they are "missing." On this subject I speak with bare head. The list is long. Sometimes it is heavy, sometimes it is light; but it is always present, staring at those who have eyes to see. I accept that statement of Herr Ballin's, whether he made it or not. Eighty per cent. of British ships are tramps, and life in a tramp is servitude. Cut at the heart of this evil. Recognise the position. It is a sweated industry: an industry which seems to be going the way of other industries of agriculture—an industry which presently may be lost to the British people, who, when they came into possession of it, found it strong and virile.

## POSITIVISM.

There is a formula, applicable equally to a belief in ideas and to a belief in matter, which expresses, as Auguste Comte said, the most absolute truth that there is, the consciousness that, "everything is relative." Every one knows it, every one understands it; who has not uttered it once at least? Yet the affirmation that "everything is relative" is, after all, of a positive nature. It is the expression of an affirmation, which is at all events necessary in order to be able to see into the heart of things, to make a start and arrive at a conclusion. Undoubtedly, most of those who have this expression on their tongues do not realise its scope. No one realises that this formula involves for us what the assumption of the existence of a God involved for the Deist, the Christian or the Muslim. Yet it is so. This formula puts a final end to the Absolute. The spread of this formula is a sign of the times, and a striking proof that in future Positivism will dominate humanity. In the religion of humanity it plays the same part as did the formula "Christus regnat, Christus imperat," applied to Christ. It involves the admission that we are merely simple observers and spectators of phenomena, which are independent of our will and subject to deterministic laws of nature. It involves this too, that we can get profit from this phenomena only by subordinating ourselves to them, and that we are not authorised to have recourse to prayer and supplication. These three words, "everything is relative," which Comte did not invent, but to which he gave an entirely new signification, indicate that everything is changing in our method of thinking, and that a new order of things will begin. In a certain sense, they are the corner-stone of the positivist dogma, accepted more or less faithfully by such of us as repeat them. It is a potent formula, but more potent still are the consequences; which it must of necessity develop in the heart and soul.

To relinquish the explanation of phenomena otherwise than through laws, involves the renunciation of all speculations concerning initial and final causes. The result of this is a wise resignation to what is inevitable, and this, so far from hampering human activity, rather concentrates it on the only phenomena which are amenable to influence and should for that very reason form the real aim of human life.

Hence arises the idea of a true Providence, a task of Humanity, which may be compared to Pascal's "Man," who can live for ever and can never cease caring for the welfare of the unlimited line of his posterity.

But Positivism embraces life in the sum total of its interests, therefore Comte has summarised his ideas also on morals and society in the most striking formulae. The words "order and progress," which he gives as the motto of politics, point to the two-fold condition of life and development. They comprise the static with the dynamic, by pointing out that progress is only a further development of order, adjusting itself with greater and greater precision to the necessities of its environment. The conception meets with spirited opposition from revolutionary minds, which believe that radical and spontaneous changes can be produced in politics. A serious error, reduced to an absurdity through Comte's other formula that "destruction is only replacement." The combination of these two expressions forms the best guide and rule of conduct for our relations with political life.

"Act through love and think in order to act" is the formula in which Comte has summed up the main conditions of all social and moral existence. It is most happily supplemented by the expression "live for thy neighbour."

## FRANZ JOSEF APERIENT WATER.

The best general and laxative recommended by doctors especially for constipation, liver troubles, obesity, gout and rheumatism. Agreeable to take, certain and prompt in its action, it produces no after-discomfort. Ten gold medals. Sold everywhere.

## MARTIN'S APOL &amp; STEEL PILLS

A French Remedy for all irregularities. Thousands of Ladies have tried Martin's Pills, and the result is the same. It is a simple and safe remedy for all irregularities of the system. It is sold in all the principal cities of the world. At all Chemists and Druggists. Price 2s. 6d. per box. MARTIN, CHEMIST, SOUTH LONDON, ENGLAND.

## MERRYWEATHERS' HOSE.

"Dub-Sub" (double substance) Brand—Hand-woven Canvas, Oak Bark Tanned to prevent rot. Specially suitable for Climate of China.

The Best Hose is the Cheapest.

MERRYWEATHERS caution all Buyers against imitations. See that the name as well as the brand is on every length.

Write for "Hints on Hose," p. 254.

MERRYWEATHER & SONS, 63, Long Acre, W.C., London.

908-2

## London Selling Agents

FEA, INDIGO, Sold on Commission and Continental Markets. RUBBER, DRUGS, COTTON, WOOL, OILS, MICA, GUMS, AND GENERAL PRODUCE. Best ports for consignments indicated.

KEYMER, SON & CO. (Import Dept.) Whitechapel, London. Telegrams, "Keymer, London." Tel. 1944.

## SAINT-RAPHAEL

## TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar. COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS:—CALDBECK, MACGREGOR & Co., HONGKONG.

## Remarkable Results from "Hair Drill."

Thousands of Readers Respond to Offer. Another Weeks Test now Offered.



A most amazing circumstance in the daily life of many thousands of men and women. There was a very notable response to our recent invitation to readers of this paper, in which they were offered one week's free test of the only approved hair drill in existence, and we are pleased to report that a very large number of these are most enthusiastic over the results securing. We have also been desired, on behalf of those who did not at the time avail themselves of the opportunity, to renew our offer; and we now have pleasure in announcing that arrangements are now complete for another week's free "hair drill."

Let us repeat what the "hair drill" will assuredly prove:—  
A. That your hair can be drilled into fine condition.  
B. That your hair need not be too brittle or too limp.  
C. That your hair need not be too highly coloured or too colourless.  
D. That your hair need not fall out when combed or brushed.  
E. That your hair need not be scurfy, greasy, or odorous.

We have received very gratifying accounts from those who have participated in our previous test and the unanimous expression is that the "Hair Drill" undoubtedly improves and benefits the hair, no matter what form of hair weakness and decay it is suffering from. Quality and quantity are both greatly in evidence even after the week's free test, and afford the most conclusive proof of the eventual excellence to be attained by a thorough course of "Hair Drill."

The proprietors of this famous and celebrated preparation, universally known as "Edwards' 'Hairline,'" therefore, invite everyone whose hair is weak, deficient, or faulty to subject their remedy to the week's test alluded to, and are confident that those who do so will be able to report a most manifest improvement.

"Edwards' 'Hairline'" is no new, untried preparation, but is the great hair tonic of which Royal and other distinguished personages speak in terms of the highest appreciation, and there is no corner of the world from which testimony to its remarkable value and efficacy has not been forthcoming.

Readers desirous of having proved to them the possibilities of hair cultivation under proper conditions are invited therefore to fill up and send in the annexed application form, receipt of which the proprietors will forward their special free gift.



A typical case where a short course of "Hair Drill" will prove beneficial. bottle of "Edwards' 'Hairline,'" their interesting booklet on hair drill and full directions for use. "Edwards' 'Hairline'" can always be obtained at Chemists and Stores the world over. No greater mistake can be made than to resort to inferior remedies which only ruin the constitution, or to use cheap, worthless remedies which will but aggravate hair decay and unhealthiness.

## FORM OF APPLICATION.

To EDWARDS' "HAIRLINE" Co. 95-6, High Holborn, London, W.C.

Dear Sirs, Please forward me booklet, directions and necessary supply of "HAIRLINE" for one week's free test of this preparation as a hair drill. I enclose 3 penny stamps to cover carriage.

Name

Address

## A STRONG INDORSEMENT OF NEWBRO'S HERPICIDE

"Having suffered for years with a very obstinate case of dandruff and falling hair, I had almost despaired when a lady friend induced me to try Newbro's Herpicide. Now after a thorough trial I cannot say enough in praise of it. From a dull, lustreless head of hair I have now a beautiful head of glossy hair which I can only thank Herpicide for."

(Signed) MADAME THEKA.

NEW YORK, N.Y.

Care New York Clipper.

"As good as Herpicide" is the familiar claim that is made for many so-called germ destroying hair remedies. Newbro's Herpicide is the ORIGINAL remedy that kills the dandruff germ and its wonderful success and popularity account for the increasing number of imitations of it.

Why not get the original?

Substitutes are always disappointing.

Herpicide kills the germ that causes dandruff, itching scalp and falling hair. Extraordinary results follow its use. Stops itching of scalp instantly.

Two Sizes 50c. and \$1.00.

AT DRUG STORES—Send 10 cents in Stamps to THE HERPICIDE CO. Dept. N., Detroit, Mich. for a Sample.

INSIST UPON HERPICIDE.

A. S. WATSON & CO.

SPECIAL AGENTS.

APPLICATIONS AT PROMINENT BARBER SHOPS

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. G. T. Fuller, Japan.  
Aetna, 2nd class cruiser 4300 tons, 10 guns, 7000 h.p., Captain F. E. C. Ryan, en route Weihaiwei.  
Bedford, British cruiser, Capt. S. E. Erskine, R.N., Japan.  
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. Hon. R. O. D. Bridgeman, en route Hongkong.  
Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. F. B. Noble, Hongkong.  
Cadmus, British sloop, 1970 tons, Comdr. B. L. Majendie, Shanghai.  
Clio, British sloop, 1070 tons, Comdr. C. D. S. Baker, Japan.  
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 4700 h.p., Lieut.-Comdr. Gresson, Japan.  
Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Capt. Roland Nugent, Hongkong.  
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. W. H. Darwall, Japan.  
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. G. C. Dickens, Shanghai.  
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt. Comdr. C. A. Freemantle, Japan.  
Kent, armoured, 9800 tons, 14 guns, 32000 h.p., Capt. G. C. A. Marescaux, Japan.  
King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir Hildworth Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton-Baker, Japan.  
Kinsh, river gunboat, 610 tons, Lieut.-Comdr. Sidney H. Tonnyson, Yangtze.  
Meylin, surveying ship, 1030 tons, 6 guns, 1400 h.p., Comdr. W. H. Walter, Jerusalem.  
Monmouth, cruiser, 8900 tons, Capt. G. W. Smith, Hongkong.  
Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. J. White, West River.  
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R.N., Shanghai.  
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6300 i.h.p., Paid off.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. J. White, West River.  
Sandpiper, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. H. R. Tiekell, Hongkong.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Alan Dixon, Yangtze.  
Taku, torpedo boat destroyer, Boon, Strath, Hongkong.  
Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. H. E. Godfrey, Yangtze.  
Thistle, gunboat, 710 tons, 800 h.p., Lieut.-Comdr. H. P. Aitly, Shanghai.  
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6300 i.h.p., Lieut.-Comdr. Stevenson, Japan.  
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. H. P. Douglas, Port Swettenham.  
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5900 h.p., Lieut.-Comdr. J. Kiddie, Hongkong.  
Widgeon, gunboat 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. John F. Keor, Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. R. V. Cottrell-Dormer, Yangtze.  
Woodcock gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. R. Livingston, Yangtze.

## 報新外中港香 CHUNG NGOI SAN PO (Chinese Daily Press)

PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS. Circulates largely throughout Southern China and Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong; 131, Fleet Street, London or from the different Agents. Documents translated from or into Chinese or Colloquial Chinese.

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. WITH INDEX. Price £7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong 26th February 1907.



MADAME THEKA

384-B